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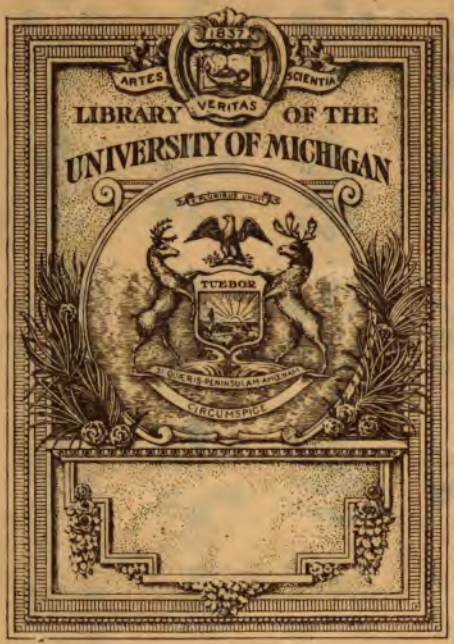

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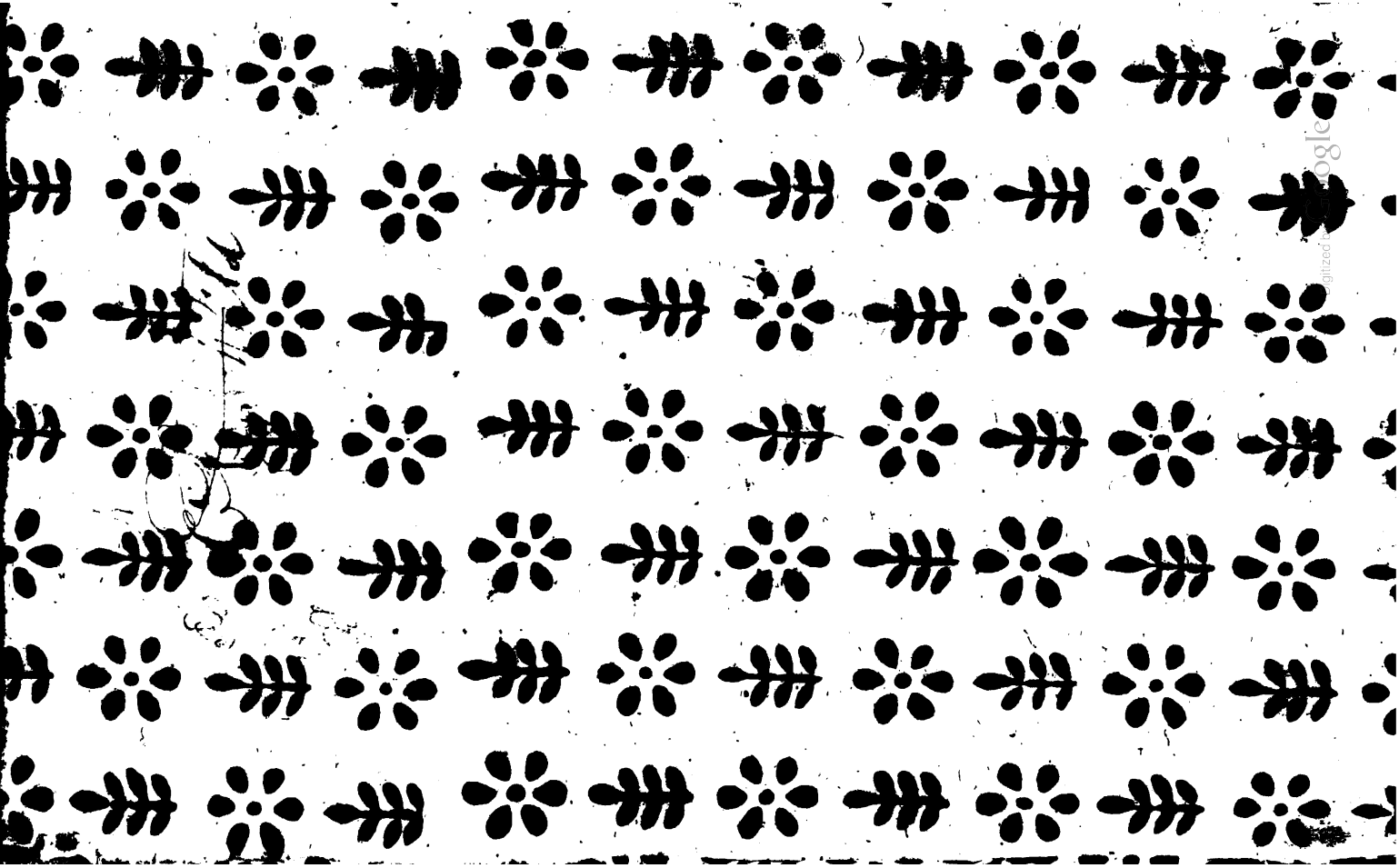

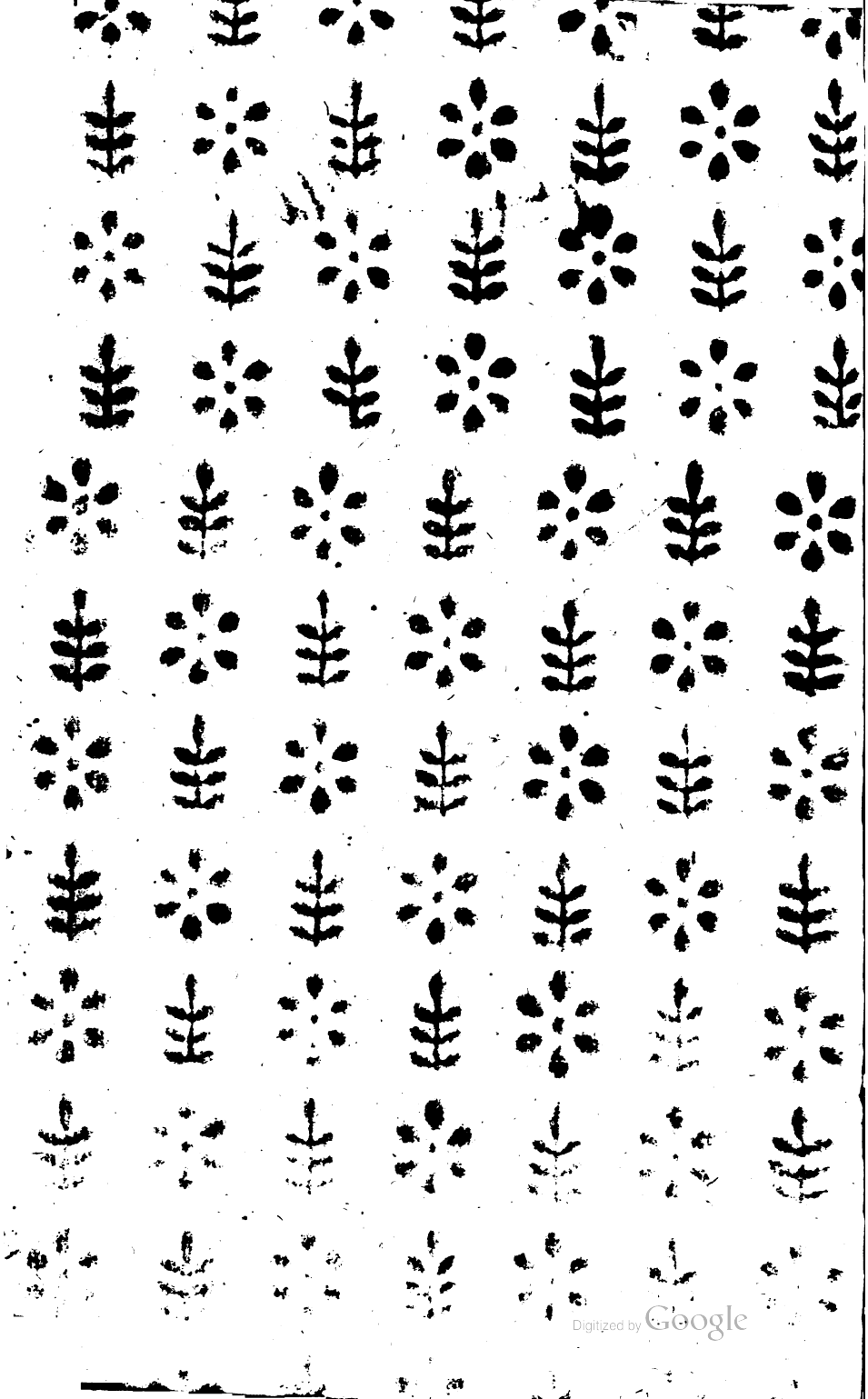
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REFLECTIONS

ON THE

COMMERCE

OF

THE MEDITERRANEAN.

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REFLECTIONS

ON

The Commerce

OF

THE MEDITERRANEAN.

DEDUCED FROM ACTUAL EXPERIENCE DURING A RESIDENCE ON BOTH SHORES OF THE MEDITERRANEAN SEA.

Containing

A PARTICULAR ACCOUNT OF THE TRAFFIC

OF THE KINGDOMS OF

ALGIERS,
TUNIS,
SARDINIA,
NAPLES, &
SICILY;
THE MOREA,

&c. &c. &c.

WITH AN IMPARTIAL EXAMINATION INTO THE

MANNERS and CUSTOMS of the INHABITANTS,

in their

COMMERCIAL DEALINGS.

AND A PARTICULAR DESCRIPTION OF THE

British Manufactures

PROPERLY ADAPTED FOR EACH COUNTRY.

SHEWING ALSO THE POLICY OF INCREASING THE NUMBER OF BRITISH CONSULS; AND THAT SUCH ADVANTAGES MAY RESULT TO THE ENGLISH BY HOLDING POSSESSIONS IN THE MEDITERRANEAN, AS NEARLY TO EQUAL THEIR WEST INDIA TRADE.

d. 1907.

BY JOHN JACKSON, ESQ. F. S. A.
Author of the Journey over Land from India, &c.

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Chas. H. Hall
To Eben. Wild
Cadiz March 1876.
1876

9 Oct. 19. E.H.W.

Reclass. 3-20-30. E.R.

TO THE RIGHT HONORABLE

THE GOVERNOR,

THE RIGHT WORSHIPFUL

THE SUB-GOVERNOR,

AND

COMPANY OF MERCHANTS

TRADING TO

THE LEVANT SEAS,

THIS WORK

IS MOST RESPECTFULLY

DEDICATED.

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PREFACE.

In the following pages we have not had recourse to the flowers of description, or availed ourselves of a traveller's privilege, in magnifying his adventures; on the contrary, we have confined ourselves to a simple narrative of facts, drawn from experience, during a residence on both shores of the Mediterranean, which we have told in so unvarnished, so simple, and so plain a manner, as we trust will be intelligible to every reader. The following sheets contain no more than a digested journal or diary of actual observations, on the trade,

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laws, manners, and customs of the people we have had occasion to visit.

We have not presumed to enter into a minute detail of that part of the Mediterranean Trade, with which many British merchants are already so well acquainted; but we have treated only of such parts of the intercourse and commerce as yet remain uncultivated and generally unknown, submitting to the superior powers of the legislature, at the same time, the incalculable advantages to be derived from increasing the number of British consuls in those seas and upon those shores, where the importance of such a measure seems to be so little thought of, or so partially understood.

If these, our endeavours, to enlarge the trade of the united kingdom, and to

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increase those revenues of our country, which arise from the very heart-string of its wealth and glory, namely, its commerce, and the exportation of its manufactures, shall be attended with that success which we have promised ourselves, our design will be accomplished, and our fondest hopes will be most amply gratified.

J. J.

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TABLES

OF

MONIES, WEIGHTS, AND MEASURES.

ALGERINE MONEY.

Accounts are kept in Mazonas, Piasters, and Sequins.

24 Mazonas = 1 Piaster
3½ Piasters = 1 Sequin.

All sorts of Spanish money is current in Algiers.

4 Mazonas = 1 Real de Plata
8 Mazonas = 1 Pistoreen or Pisetta
40 Mazonas = 1 Hard Spanish dollar.

The Algerine quintal, or 100lbs. is equal to the English 112lbs.

NEOPOLITAN MONEY.

1 Ducat = 5 Terri
1 Terri = 2 Carlini 20 Grains
1 Carlini = 10 Grains

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1 Grain = 12 Cavaletti
1 Publici = 1 Grain 6 Cavaletti.
1 Scudi = 12 Carlini
There are pieces of 10 Carlini
——————— of 5 Carlini or ½ Ducat
——————— of 2, 3, and 4 Carlini
——————— of 4, 12, 13, 24, 26 Grains
Also the Tornese of 6 Cavaletti
——— piece of 9 Cavaletti
——————— of 5 Tornese or 2½ Grains.

Accounts are kept in Ducats and Grains.
100 Grains make 1 Ducat.

NEOPOLITAN WEIGHTS AND MEASURES.

The cantar of 100 rotolo = 196 lb. English.

Each rotolo weighs 33⅓ ounces.

The cantar of Naples contains about 280 lbs. of 12 ounces, the small weight of Naples; and the English cwt. of 112lbs. is 57⅓ rotolo, or 160⅘ lbs. the Neopolitan small weight.

A salm of Galipoli oil contains 10 stara of 32 pignatelli. The salm is equal to 5½ barrels of 85lbs. Leghorn weight and measure, and 5½ salm make the ton of oil. A gallon of this oil weighs 7½ lbs. equal to 15 cwt. 3 qrs. 6 lbs. per ton. of 236 gallons.

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A Caretti of staves consists of staves for 100 casks, with heads and hoops assorted.

The carre of wine, Neopolitan measure, makes 2 butts of 12 barrels each: 1 butt is about half a ton English.

5½ Tumuloes of wheat	=	1 English quarter
1 Carre of wheat	=	36 Tumuloes
1 Carre or 8 palms	=	2½ Yards English.

SARDINIAN MONIES.

6 Denari	=	1 Calari
6 Calari	=	1 Soldi
30 Calari	=	1 Real
11 Reals and 1 soldi	=	1 Spanish silver dollar
10 Reals	=	1 Scudi of Calari
7½ Reals and 1 Calari	=	1 Scudi of Piedmont.

Accounts are kept in Denari, Soldi, and Livres.

12 Denari	=	1 Soldi
20 Soldi	=	1 Livre.

SARDINIAN LARGE WEIGHTS.

12 Ounces	=	1 Pound
104 Pounds	=	1 Cantara
128 Pounds	=	1 Cwt. English.

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SICILIAN MONIES.

20 Grains = 1 Terri
12 Terri = 1 Scudi
30 Terri = 1 Ounce.

Accounts are kept in Ounces, Terri, and Grains.

	Terri	Grs.
The hard Spanish dollar is current for	12	12

The money of Sicily has the same value as that of Naples, but under different denominations.

The ounce of Sicily or 300 terri } is equal to { 30 Carlini of 3 Ducats of Naples.

The terri of Sicily of 20 grains, } is equal to { the Carlini of Naples of 10 Grains.

The scudi of Sicily of 12 terri } is equal to { the Scudi of Naples, of 12 Carlini.

SICILIAN WEIGHTS AND MEASURES.

The cantar of 100 rotola = 178 lbs. English,
Each rotola weighs 30 ounces or 2½ lbs.

The Sicilian cantar is about 10 per cent. less than the Cantar of Naples.

The measures of Sicily are nearly equal to those of Naples.

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TUNISIAN MONIES.

12 Burboes = 1 Asper
3½ Aspers = 1 Caroob
16 Caroobs = 1 Piastre
4½ Piastres = 1 Maboob or sequin.

Accounts are kept in Burboes, Aspers, and Piastres.

12 Burboes = 1 Asper
52 Aspers = 1 Piastre.

The par of exchange is 15 piastres per pound sterling.

TUNISIAN WEIGHTS AND MEASURES.

100 lbs. Tunisian = 112 lbs. English.
Corn of all kinds is measured in tumeloes.
16 Tumeloes = 1 Caffees.

Each tumelo of good wheat should weigh 50lbs. Tunisian weight.

44¼ Metals of oil, Tunisian measure, will make one ton English of 236 gallons, weighing nett 15 cwt. 3 qrs. 6 lbs.

10 Metals of oil at Susa will make 12 } Tunis
10 Metals of oil at Soliman will make 14 } Metals.

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A GLOSSARY

OF

PROVINCIAL WORDS.

Cancilier, the registrar in a consulary office.

Funduc, the French consul's house at Tunis.

Gyps, a sort of stucco made in Barbary.

Journata Company, the farmers of wax, hides, &c.

Kya, a governor of a province.

Prattique, being free from quarantine.

Stavodore, a man employed to stow a ship's cargo.

Tariff, the rate of custom-house duties.

Tiskery, a licence from the Dey of Algiers or Bey of Tunis.

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REFLECTIONS

ON THE

COMMERCE

OF

THE MEDITERRANEAN.

CHAP. I.

THE ADVANTAGES OF EMBARKING IN THE MEDITERRANEAN TRADE CLEARLY ILLUSTRATED.

It may be considered a very unfortunate circumstance to the united kingdom, that the coasting trade of the Mediterranean should have hitherto been so little known to British Merchants in general: the principal object of this work is, to make it better understood, and to point out the essential benefits this country

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may derive therefrom; and we are persuaded that a great many very respectable merchants will soon find it their interest to embark in this commerce, and even the ship-owners will be very materially interested in it; when other employment for their shipping does not immediately offer, they may at all seasons send them up the Mediterranean for cargoes. They may certainly very reasonably conclude, that it is always much better to have their ships employed to advantage, than keep them lying in harbour; and in the Mediterranean trade they have this peculiar advantage, that whenever a ship cannot procure a cargo on freight, the owners, by advancing a small sum, may always procure a full cargo on the ship's account. It must then be very extraordinary, if the ship's freight, as well as the merchant's profit, does not turn to a good account. And we shall farther observe, that, in this case, where the ship and cargo are one property, and the whole ship's car-

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go does not amount to a large sum, say, for example, no more than 500*l.* first cost, it will be always better able to bear the charges of insurance, and other expences, in proportion to cargoes of greater value. In most parts of the Mediterranean there are great quantities of bulky articles, which require much shipping to transport; and many of these bulky articles may be purchased for a moderate sum; between two and three hundred tons, of some goods, will not cost more than 500*l.* sterling. This will, no doubt, appear to some merchants very extraordinary, and particularly to those who are not well acquainted with the commerce of the Mediterranean. In this work we shall enumerate many articles, which, we are persuaded, will be sufficient to prove our assertion very satisfactorily to all who may consider it their interest to enter into this trade. It very frequently happens that the master of a ship of between two and three hundred tons burthen, is often obliged to

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draw upon his owners for more than 500*l.* to pay his ship's expences, in lying only a few months in a foreign port; this is very often the case in the port of Leghorn.

When this commerce is better understood, it will then be found to be of great national consequence; we shall endeavour to demonstrate, in the clearest manner, the immense number of merchant shipping that may be employed to advantage in it.

In the year 1797, the French merchants from the port of Marseilles alone, loaded in the different ports of the kingdom of Tunis above three hundred sail of merchantmen of various descriptions, being usually from eighty to three hundred tons burthen.

This will appear extraordinary, for such an immense number of shipping to obtain cargoes in only one of the

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Barbary states. With respect to the number of shipping, we are convinced that it is right; we received this information from the French consul himself, at Tunis, in the Funduc, in the year 1799. The cargoes for these shipping were in a great measure obtained from the proceeds of sales of French manufactures, with a small proportion of other goods. We might hazard a calculation on the probable amount of all these cargoes, but we should be liable to error, and probably mislead. It may be sufficient for us here to say, that the French have, for a considerable time past, considered this trade as of the greatest national consequence. We shall endeavour to point out, that British manufactures, staples, and collonial produce would have been preferred.

France has hitherto reaped all those extraordinary advantages, by having a great number of merchants residing in

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foreign countries, to conduct their commercial affairs.

We consider the present a very favourable opportunity for the British Merchants to establish themselves, and to reap some benefit in availing themselves of the high character the nation bears at present on all the shores of the Mediterranean.

For many years past there has been much more attention paid to the West India than the Mediterranean trade; and our government, in making treaties of peace, have always been more attentive to hold West India possessions, than any acquisitions in the Mediterranean. However, we now begin to entertain very sanguine hopes that this subject will be more attended to, when we consider the many millions of people that inhabit both the shores of the Mediterranean, who prefer British manu-

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factures as well as staples, to those of any other nation.

The French have always paid particular attention to this, as the most valuable part of their commerce; in consequence of the immense consumption of their manufactures, as well as collonial produce, they were accustomed to import the raw materials of other nations, and afterwards send them back, in a manufactured state, at an enormous profit.

In the proceedings of the Board of Commerce, established at Marseilles, it will be found, that they paid more attention to this, than any other part of the French commerce. They made laws and rules to regulate it in every stage, from the most important affairs, down to the smallest minutia.

And we do not consider it as irrelavent to this subject, to shew why the

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present rulers in France are so extremely jealous of the English holding any possessions in the Mediterranean; at present the English hold Malta, which must always be considered a very desirable object; and it would have also been very advantageous to have retained Minorca also. The Minorkeens are a trading people, have a great number of shipping, and through them England would have enjoyed the greatest part of the Barbary trade, as the Minorkeens have always been accustomed to it. The harbours of Port Mahon and Malta are esteemed the two best harbours in the world.

The First Consul of France has always been very anxious to ingratiate himself into the good opinion of the people in the South of France; and it is understood that he has reserved that for a retreat, in case of any sudden commotion; and he has promised the people to make Marseilles a free port.

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This will certainly be doing a great deal; and, in some measure, will ensure him the esteem of the people in that part of France: but it will avail very little, if the French are shut out of the Barbary and the Levant trade. This will certainly appear, beyond a doubt, to be the principal cause why the French government are so very anxious to shut the English entirely out of the Mediterranean. And we hope and trust the English government will always see, that it is the interest of the country to hold some possessions there.

We shall here endeavour to point out a plan, by which the small possessions the English hold at present may be made most beneficial to the country.

We have an idea that retaining the possession of Minorca was considered by our government as likely to be attended with considerable expence; and that the advantage of the commerce

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carried on there would not have been adequate to it; as merchants, we are of a different opinion; and really think, that small garrisons of that kind might be made, nearly to support themselves; not by any trifling impost upon any particular species of goods, which is very vexatious, and is always disadvantageous to commerce, but a tonnage duty on all shipping, say, for example, one shilling per ton on British, and two shillings per ton upon all foreign bottoms.

The commerce of the Mediterranean is better able to bear a duty of this kind than any other part of the world. The profits in general are very great, being very often thirty and forty per cent. on bulky articles, and sometimes more, from one port to another, and these ports only at a small distance.

This duty alone, in such a port as Malta, in time of peace, would be almost sufficient to pay the expences of

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the garrison; and could not be considered as very burthensome to the shipping. This would be attended with very little trouble or expence, as the prattick master and his clerk would be quite sufficient to collect it. The Mediterranean shipping in general having no register, it might be done in a very liberal and handsome manner, by taking a rough calculation from the master of what number of tons his ship could conveniently carry: by these means our retaining those acquisitions would not be very burthensome to the state; and commerce, which is most benefited by them, contribute. in some measure, to support them. We cannot imagine that this could be considered as oppressive, when it is compared with the very heavy duties that are paid in most of the ports in the Mediterranean, amounting frequently to fifteen or twenty per cent. *ad valorem.* This is paid on all goods imported; and in some ports, the duties on exports amount to half the first cost of the goods.

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CHAP. II.

ON THE NECESSITY OF MERCHANTS BEING WELL ACQUAINTED WITH THE POLITICAL ECONOMY OF FOREIGN NATIONS.

THERE are a great many men who have always insisted and argued that merchants have nothing to do with the politics of other nations, and that they should only attend to their own commercial affairs. These arguments are generally made use of by men who imagine themselves to move in a sphere above the merchants: the principal cause is jealousy. These would-be great men are seldom found to possess a general knowledge of the world, in any degree equal to what is frequently met with amongst merchants. These gentlemen, in a sort of

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revenge, often descend to the most scurrilous abuse; hence the cause why merchants are so frequently loaded with so many harsh and low epithets, which in this country has never yet had the effect these gentlemen have always expected from it, for the merchant has hitherto been able to support his dignity, to their no small mortification.

We certainly do not consider it advisable for merchants to enter into political or religious disputes in any country whatever: no good can ever be derived from it; it is much better to remain quiet spectators, by which means they will be better able to be perfectly acquainted with every thing that transpires. It is the merchant's interest to be well informed; and by his travelling into foreign countries it is but reasonable to conclude that he possesses a more accurate and general knowledge of the world than the nobleman or gentleman who remains at home.

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In all countries subject to convulsions and internal commotions, where the laws are either defective in themselves, or badly administered, and sometimes both, and very little stability in the government, money will be always of more value, and interest much higher than in countries where the governments are *steady*, *energetic*, and *powerful*. This is a general rule in every part of the world where the use of money is known; surely it will not be considered by reasonable men that merchants should not make themselves well acquainted with the nature and causes of these variations.

The merchant who trades with, or travels in foreign countries, should possess a tolerable knowledge of the various classes of people, and we particularly wish to caution all merchants not hastily to place too great or implicit confidence in the individuals of those nations or sects of people who have no flag, or whose flag is not respected by other nations. It

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may perhaps appear to some of our readers inviduous in us to enumerate and point out any of the nations or sects of people who unfortunately fall under this description. We by no means entertain any particular disrespect or antipathy against any of those nations or sects, but we consider the information too interesting to be omitted, and it is certainly our duty to caution all British merchants and British subjects against impositions; and there is more chicanery and imposition practised on the coasts of the Mediterranean, than all the rest of the world.

The JEWS are very numerous in all the Barbary states; they are not tolerated in Spain, but are in considerable numbers in Marseilles, and the South of France till very lately; they were formerly excluded from Piedmont, but they are very numerous in the other Italian States, down to the Roman; they are not tolerated in Naples, Sicily,

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or Malta; there are a great many in the Austrian sea-ports, in the Adriatic. In the Seven Islands, Morea, and Turkey in Europe, they are not very numerous; and there are very few in Turkey in Asia, Syria, or Egypt. Whatever agreement is made with a Jew in any of the Barbary states, whether for purchase, sale, or barter of merchandize, provided the particulars of the transaction are not registered by a *cancilier* in one of the European consulary offices, and samples deposited, and the parties bound in a penalty to perform the contract, the Jew will not abide by his agreement, however solemnly he may have pledged himself, if he has the least prospect of gaining by his breach of contract; and whenever he is reminded of his breach of faith, and non-performance of contract, he will shrug up his shoulders, and say *domane*, signifying he will perform it on the morrow; and he will repeat this as often as he is applied to. In most other places they are bound to

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perform, though the agreement is only verbal, provided it is in the presence of a broker.

The Jews have no flag, but are usually protected where they locally reside, and in some places enjoy nearly the same privileges as the natural born subjects. They never consider their word or faith pledged in the least binding, and many an Englishman has often cause to reflect upon his credulity; but when a person is well acquainted with their principles and their prevailing passions, some good business may be done with the Jews, as well as other people, particularly in making purchases, as the Jews will in general sell, provided they can make a profit, however small; but the merchant must be a competent judge of the article he is purchasing, otherwise he will most assuredly be imposed upon; the Jews will soon discover whether he is competent or not, and when they find him deficient, they

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will descend to all the low mean chicanery that can possibly be practised or invented, even to bribe the merchants' servants.

It will be necessary to observe the same caution with respect to the Greeks, who compose a considerable part of the population of the northern shores of the Mediterranean. They are chiefly subjects of the Grand Signior, and are at present in a very deplorable state; they have a flag for their merchantmen, but that is not considered as an independent flag by other nations, and whatever insult may be committed against them at sea, they cannot easily obtain redress; the Greeks have no other power, except the Porte, to apply to for redress, and their complaints have very seldom been attended to. The Greeks being a numerous people, the Porte has always been jealous of them, and instead of redressing their grievances, which would soon make them appear respectable in

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the eyes of other nations, has taken every opportunity of reducing them by degrees to the most abject slavery. The Greeks finding every representation for a redress of their grievances treated with indifference, they now (it may be termed) take the law into their own hands; whenever a Greek ship at sea receives any insult from an armed vessel of any other nation, being too strong, the Greeks patiently submit to the insult; but whenever they meet with another vessel of that nation at sea, and can overpower it, the Greeks will most assuredly destroy every soul on board, plunder the vessel of every thing valuable, and then sink it; therefore it is considered dangerous meeting with a Greek ship of superior force at sea.

There are also a great many Greek pirates, who are sure to find protection in those ports where there are no Turkish garrisons. The Greeks are a people who are by no means to be depended upon;

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they are always practising every low mean artifice that can possibly be invented; having no name or character at stake, they are more barefaced and less cautious in their impositions than the Jews.

This shews in a very strong light how far the minds and principles of individuals, and even a whole nation, may be reduced from the highest degree of refinement, the most amiable *virtues* and *accomplishments*, to the very lowest ebb of human depravity, when deprived of all political influence.

It also proves the necessity of every nation and people causing their flag to be respected by other nations; it does not concern the executive power alone, every individual is equally interested, and it certainly constitutes a crime in any man whatever, to look with apathy and indifference on his country's wrongs.

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The *Armenians* are another nation or race of men who are not to be relied on with implicit confidence. They have no king or head of their nation, neither are they formed into a republic; they are deprived of all political authority; though they are much better than either the Jews or Greeks, yet whatever virtues are found amongst them, are more from necessity than principle. In Armenia, and in those countries where they are in considerable numbers, no man can travel from one province to another without a proper passport; therefore, whatever fraud or crime an Armenian commits, he is easily detected. The Armenians enjoy the greatest part of the commerce of Turkey in Asia, Arabia, Persia, and the major part of the Caravan trade. The Caravan ships between Bengal and Bussora are usually freighted by the Armenian merchants to and from India. They are protected in their commerce by the Turks, who are of themselves in general

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but very indifferent merchants: and they usually employ the Armenian merchants to conduct their commercial affairs. They have a great many of the Oriental manners and customs, and have a few good traits in their character. The Turks treat them with more respect than they shew towards the Greeks. The Armenians are more submissive, harmless, and inoffensive, and do not possess so much of that vindictive spirit, so universal amongst the Greeks. There were very few Armenians in Italy or the Morea, and none in Barbary; but in Turkey in Asia they form the major part of the population. There are several European states and nations on the northern shores of the Mediterranean, many individuals of which should not be too hastily or implicitly confided in: on the contrary, the greatest caution and circumspection will at all times be found necessary. This is owing to their flag being held in little estimation by other nations;

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and shews how much political respect operates upon the minds and principles of the people of that nation. Whatever the nature of the government may be, whether *hereditary* or *elective*, a monarchy, aristocracy, or democracy, provided the government causes its flag to be respected by other nations, whether from love or fear, it will have the same effect: the individuals of that nation will cause themselves to be respected in foreign countries, and carefully avoid doing any mean action that might in the least degrade their high national character. There are many instances of governments losing their energy, and the morals of the individuals, and nearly the whole of that nation, falling off in proportion.

Only two or three centuries past, there was much noise in Europe about Spanish honour, Spanish valour, and Spanish integrity. Spain conquered the new world; was then a rich and powerful

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monarchy, and kept the other nations of Europe in awe. The Spaniards then boldly exposed their persons to danger: they would rather perish, than be guilty of any mean action that might cause the least disagreeable reflection upon their high national character. This is universally allowed to have been the character of the Spaniards at that time. View them in their present state, and they will be found almost the reverse. From a succession of weak princes, they are reduced to a most degraded state, both by land and sea; they will shrink from danger: they have now very little idea of a national character; and a Spaniard, without remorse, will assassinate in the dark. In the time of their power and prosperity, the very idea of such a horrid and detestable crime would have been sufficient to have made a brave Spaniard shudder.

There are other monarchies in Europe reduced to a similar situation as Spain.

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As a thorough knowledge of this subject may be considered interesting to those who travel into foreign countries, we beg leave further to elucidate this matter, by giving examples of some republics, which will be sufficient to prove that every state, nation, or people whatsoever, are in some measure concerned in the support of their political respect; even the whole civilized world are influenced by it, and in these times it is certainly necessary that this subject should be well understood by every Briton.

The republic of Venice, not two centuries past, was reckoned the richest and most powerful republic in Europe; all the other states courted its friendship; it maintained very powerful armies; and its shipping were almost innumerable. At Candy it sustained one of the longest and heaviest sieges that was ever recorded in history; and for several years the republic of Venice supported itself against the whole force of the

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Turkish empire. At that time the Venetians were generally esteemed a virtuous people; and they possessed, in a great degree, the true *amor patriæ*. It is now our duty to point out, in a clear and concise manner, the principal causes why they fell off into that deplorable situation to which they were reduced, at the time they were struck out of the list of independent states.

The state of Venice was always an aristocracy, and continued the same to the last. It fell off by degrees, and the morals of the people fell in proportion, until they became the most depraved people in Europe. The great body of the people was not originally to blame; the fault was in the princes and nobility; they were extremely jealous of each other, and *plots*, *conspiracies*, and *assassinations* became more frequent in Venice than any other part of the world; by the frequent change of its rulers, the government lost its *stability*, *energy*, and

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virtue, and the people became corrupted.

The Venetians have lately experienced a very considerable change; and there is not the least doubt, but that the people in general will be very materially benefited by it. They are now under the government of the house of Austria; a very short time will serve to shew how far a favourable change of the government influences the principles of the people; we have an idea it will be very favourable.

We are enabled to affirm, from our own knowledge and experience, that the inhabitants in general, in the hereditary dominions of the house of Austria, are the most virtuous people in Europe.

The republic of Genoa was an aristocracy, and lost its influence in a similar manner to that of Venice; it has also

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experienced a considerable change, but by no means so favourable for the welfare of the people; there is not the least doubt but we shall see a very striking contrast in a very few years.

The various changes in the united provinces may serve as an instructive lesson to other nations.

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CHAP. III.

ON THE ADVANTAGES TO BE DERIVED FROM ANY POSSESSIONS THE ENGLISH MAY HAVE IN THE MEDITERRANEAN.

As Malta is now the only possession the English hold in the Mediterranean, we beg leave to submit our ideas on the very great commercial advantages to be derived from it. Malta is very conveniently situated for the trade of the eastern part of Barbary, Egypt, Syria, the Levant, the Morea, &c. &c. It affords excellent accommodation for shipping, both for those which have to perform quarantine, as well as those that have obtained prattick. It is admirably situated to serve as a depot for British merchandise, as well as the various merchandise, the produce of the several

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countries it lies contiguous to. In the Morea, Levant, &c. the ports are not very numerous where a large cargo of merchandise could be disposed of all together to any considerable advantage, and it is generally very inconvenient taking large ships from port to port. An immense number of small fast-sailing vessels, well armed, about one hundred tons burthen, might be constantly employed in disposing of British goods and manufactures, at the same time they might easily procure cargoes in return, proper for the British or other European markets, and take them back to Malta; whether these vessels were kept in quarantine, or had obtained prattick, they need not be detained in port above a week, both to discharge and take on board a fresh cargo; thus they might be constantly employed, without losing much time: by these means the whole of that intricate navigation in the Archipelago would very soon become perfectly familiar to our seamen; the coasting

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trade of the Mediterranean would soon be better understood, and open such an extensive trade, that very few merchants at present have any idea of. It has been at all times acknowledged, that, by the shipping lying long in port, is always prejudicial to seamen, and even to the shipping, as well as to all concerned. In a very little time this valuable commerce would be perfectly understood; and more particularly when the merchants themselves, or British supercargoes sailed in these trading vessels, they would readily acquire a knowledge of the various languages, as well as much useful information.

We certainly are of opinion, that upwards of one thousand of these small vessels might be constantly employed in disposing of English merchandise, and procuring other cargoes. This is, exclusive of a considerable number of large ships, more proper to load in than ports; where they can obtain a full cargo, with-

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out being under the necessity of weighing anchor.

No foreign commerce, of whatever nature it may be, can ever succeed and be lasting, unless the shipping is very materially benefited by it; and long detentions in harbours is one of the greatest evils that shipping labour under. In pursuing a system similar to what we have here stated, this inconvenience will, in a great measure, be remedied, either in peace or war. Several good sized ships, from two to three hundred tons, may, by these means, be constantly employed from England to Malta, where cargoes would be already prepared. To discharge one cargo and take on board another, there would be no necessity to detain the ships above a month in port.

When the supplies are sent out regularly, and the return cargoes procured at their proper seasons, and deposited at Malta, it will make a very material

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difference to the merchant; besides obtaining a better price for his merchandise, he will be able to procure his homeward-bound cargoes for thirty per cent. less. This is the most probable way to supplant the French in the most valuable part of their commerce. Every intelligent merchant, and even his Majesty's ministers, by giving this subject their serious attention, will very soon be convinced of the great benefit the nation will derive from it.

Much good may be derived from merchants visiting foreign countries, and making themselves perfectly competent in the various branches of commerce; when they have to depend entirely upon foreigners, they will be always subject to the most gross impositions, and experience many inconveniences.

When the trade of the Mediterranean is properly encouraged, and carried to the greatest extent that it is capable of

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attaining, it will then be nearly equal to the whole of our West India trade. Those who are little acquainted with it may perhaps say, that this is extending the subject too far; and we consider it always the best way to support our opinion by giving examples. We think it but reasonable to say, above one hundred good sized ships, say, above 200 tons, may be employed between the Baltic and the Mediterranean. Not very long ago, the Dutch employed a greater number. Two hundred ships of the same burthen may be constantly employed in carrying corn only in the Mediterranean. They might sometimes go to Lisbon and Madeira; and it may be considered that we do not exaggerate, when we say, there is sufficient employment for two hundred sail of ships of two hundred tons and upwards, between the Mediterranean and the British empire, exclusive of those usually employed in the fish trade; these are exclusive of the great number of smaller shipping

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we have mentioned, that may be employed in the coasting trade, and attending upon the merchants; besides many foreign merchants will always prefer employing British ships.

We have made these calculations, without including the trade of the *Black Sea*; the English have hitherto done very little business there. This is now a very favourable opportunity of entering into it. The great length of the voyage, the want of consuls, agents, or correspondents, in any of the ports in the Black Sea, must have been the principal cause of that trade having been hitherto neglected, though the profits upon a cargo of merchandise between the Black Sea and some of the ports in the Mediterranean only, are almost incredible. Including the fish trade and all those ships we have before enumerated, we may sum up the whole of the merchant shipping, of all descriptions, that may be employed to advantage in the

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Mediterranean trade, to be nearly two thousand sail. Considering that this is a commerce carried on with foreign nations, England will receive more than double the benefit she could derive from the same quantity of trade carried on with her own colonies; and the consumption of British manufactures will nearly equal the whole of our West India colonies. The consumption of earthen ware is far greater, as also woollen goods, and that of cotton goods nearly equal; besides, the raw materials that might be imported for the use of our manufactories, would far exceed that of our West India colonies, except in the article of cotton; and there are many articles that we cannot do without, which must come from the Mediterranean; such as olive oil, sulphur, barilla, and a great variety of drugs that are not to be had in any other part of the world. The nation will also receive material benefit in having so great a number of seamen employed in a healthy climate. We do not

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consider it very necessary to continue any longer upon this subject, being persuaded we have stated sufficient to support what we have before asserted, and to convince any reasonable man that it is of the greatest national consequence to hold possessions in the Mediterranean; such as Malta, Minorca, &c. where our merchant shipping may always find protection.

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CHAP. IV.

ON THE NECESSITY OF INCREASING THE NUMBER OF CONSULS AND AGENTS IN VARIOUS PARTS OF THE MEDITERRANEAN; AND THE GREAT ADVANTAGES TO BE DERIVED FROM IT.

In England this subject has never yet met with that attention that it certainly requires.

In France it has always been a principal object, both in time of the monarchy and the republic. The late conduct of the French, in sending an immense number of consuls and commercial agents to all the ports and cities of any consequence in the Morea, Levant, Egypt, &c. ought to have been sufficient to have opened the eyes of the

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English. Perhaps some of them were sent in a double capacity, both for political, as well as commercial purposes. However that may be, they were treated by the French government in the most handsome manner, which would always operate in their favour, and make them appear, in the eyes of the people where they were established, as men of real consequence. They had men of war to attend, and every respect outwardly shewn them, equal to so many ambassadors. The French would not have been at so much expence, had they not seen their interest in it, and the necessity of sending out so many agents to recover that commerce they had lost for a considerable time; and it would have been almost impossible for the French to have made any considerable progress, for a long time to come, in recovering this trade, particularly in those countries where they can never have a regular correspondence, without first establishing consuls and agents to

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prepare cargoes for their merchant shipping. When this commerce so imperiously demands the greatest attention from the French government, it may not be unreasonable for us to say, that it ought to be equally interesting to the English. England has never yet taken such decisive measures in favour of commerce, but has generally left the merchants to pursue their own industry; and a great many of the consuls that the British government are pleased to appoint, instead of their being merchants, are either naval or military officers, as a reward for their services. These gentlemen have always been accustomed to consider the merchants as moving in a sphere far beneath them: when this is unfortunately the case, we cannot reasonably expect that commerce can be much benefited by them. Where merchants are appointed consuls, it will be found that the money paid for their salaries affords the greatest interest to the nation.

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The duties of customs alone, upon a very few cargoes of merchandise, will more than pay the salaries of all the consuls we have in the Mediterranean: and had England three times the number there, it would always be of increased advantage to this country. It is also a very unfortunate circumstance, that amongst the consuls and vice-consuls, a great many of them are not British born subjects; and from these gentlemen, we cannot expect that they will attend so much to the interest of this country, as the natural born subjects. We have no consul in Sardinia, though an extensive and fertile island; and there has not been an accredited British consul there, for a great number of years: should the government ever be pleased to appoint a respectable consul in that island, with a salary of about five hundred pounds per annum, they would soon see the great good the country would derive from it. The consul, for his own benefit, would soon import and

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export as many cargoes of merchandise yearly, as would pay in duties ten times the amount of his salary. This is equally applicable to many other parts of the Mediterranean.

His Majesty's ships, as well as the merchants, labour under many difficulties, from want of a greater number of proper accredited British consuls; and the losses that are sustained, finally fall upon the country. The vice-consuls are usually Greeks or Italians, and therefore will always practice their impositions upon all strangers that employ them. When a man-of-war goes into any port for supplies, and there is no British consul, the vice-consul will not even assist them with the necessary supplies, unless he has a prospect of gaining thirty-five per cent. exclusive of the usual commission, which only serves as a cloak for their more exorbitant charges. We have known an instance, where one of his Majesty's ships was supplied by

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an Italian vice-consul, who charged the man-of-war in the proportion above-mentioned; we discovered this imposition, by going into the market and purchasing provision for some English merchantmen. Some of the vice-consuls act in that barefaced manner, as if they really thought themselves entitled to make these extraordinary charges in time of war; these impositions alone will amount to many thousand pounds; most certainly more than would pay all the consuls' salaries in the Mediterranean: but the impositions practiced upon his Majesty's ships is but very trifling, when compared with what the merchants lose in a similar manner. A merchant either charters, or sends a ship of his own, to a port in the Mediterranean, where there is no accredited British consul. The merchant must write to a vice-consul, or some merchant there, who, in all probability, will be either a Ragusee, Greek, or Italian. The merchant orders a particular cargo to be

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put on board. The correspondent will, in consequence, purchase a cargo, however high the price may be, and he will ship the cargo as soon as he finds it convenient to himself, frequently detaining the ship at a very heavy demurrage, which will always add to his disbursements, out of which he generally clears thirty-five per cent. besides his commission. This is one of the greatest inconveniences that merchants at present labour under in the Mediterranean trade. When the cargo is on board, and the bills of lading signed by the master, the shipper immediately draws for the amount of the invoice; and as soon as the British merchant receives the bills of lading, he will seldom hesitate to accept bills of exchange for the whole cargo. In all countries where a correspondence cannot be kept up regular and frequent, bills of exchange will be always negotiated at a considerable loss, however respectable the house may be in England: and however great the loss may

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be upon the bills of exchange, the shipper will always immediately more than reimburse himself, though he may not pay for part of the merchandise for six months after it is shipped. This is frequently the case with people residing in the country; local strangers can seldom have that indulgence.

It is a very common observation in Leghorn, that an Italian house will be enabled to support itself in a genteel manner, keep a coach and equipage, and a handsome box at the theatre, out of the profits they make on the sales of two Newfoundland ships' cargoes, yearly. All this cannot be done out of the usual commission, which is very moderate.

It will, no doubt, be a matter of surprise to a great many men in this country, how the people we have mentioned can have the conscience and assurance to charge about thirty-five per cent. more than they really pay. We have

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mentioned this circumstance from our own knowledge, and we know it to be a common practice all over the Mediterranean; and the vice-consuls usually overcharge his Majesty's ships in that proportion. We are persuaded no accredited British consul will do it, or suffer it, if he knows it within his jurisdiction; but these gentlemen are not so numerous as they ought to be, and British commerce and British interests have suffered and are still suffering very materially by it. The vice-consuls are very often Italians, and we have frequently discovered, that they had rather decline furnishing the necessary supplies, when they cannot have a favourable opportunity of making that additional charge.

We have taken a great deal of pains and trouble to find out the cause why this extraordinary imposition should be thirty-five per cent. as near as possible: at length we discovered the reason from our Italian servants; when we sent any

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of them to market to buy provisions, either for house or ship's use, we always found that they overcharged in the proportion we have mentioned. An Italian servant will not require any wages, provided he has the privilege of going to market; he will also get a considerable sum from all the tradesmen employed. This practice appears very extraordinary in the eyes of an Englishman; but we found that the Italians, Spaniards, and others, do it from religious principles, and the priests come in for a considerable share. When we have reasoned with these people, concerning this practice, and stated the iniquity of imposing upon those whom they ought to serve faithfully, they have never acknowledged it to be just, but have frequently declared, that they were compelled to do it by the priests, who take this method of making the Heretics contribute towards their support. This is a common practice in Spain, in all the Italian states, Sicily, Malta, &c. &c.

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and every other part on both shores of the Mediterranean, where either Italians, Spaniards, Ragusees, or Greeks are employed; and by every other people who have faith in a clerical absolution.

When merchants can do business to advantage, at the same time they are labouring under so many difficulties, how much more beneficial must it be, when they are upon the spot themselves, or can have confidential British agents to act for them.

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CHAP. V.

ON THE COMMERCE OF THE KINGDOMS OF ALGIERS, TUNIS, SARDINIA, NAPLES, SICILY, THE MOREA, *&c. &c.* ON THE DISPOSITIONS OF THE INHABITANTS IN THE MODES OF TRAFFIC, AND HEREIN OF THE IMPORTS AND EXPORTS, AND OF THE MONIES, WEIGHTS, AND MEASURES OF EACH RESPECTIVE COUNTRY.

BARBARY.

THE commerce carried on between England and the Barbary states has hitherto been very inconsiderable; and none of the Barbary states within the Streights have at present any direct trade with Great Britain: yet there can be no doubt, but a very advantageous commerce might be carried on by a direct communication between England and the states of Barbary, within the

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Streights; many English manufactures, as well as staples, are always in demand. The merchants at present in Barbary are accustomed to receive British goods through the medium of a third or fourth person, which must enhance the price considerably: there are also several ports in Barbary, where return cargoes may always be procured that are properly adapted for the English market.

In the following pages we have endeavoured to explain the nature of the Barbary commerce more particularly, and we have divested ourselves of every thing that might appear mysterious, in writing every thing as we experienced it.

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ALGIERS.

The Deys of Algiers have never paid much attention to commerce, though possessing one of the most fertile states in Barbary; they have hitherto preferred war, which is always inimical to commerce. They have often several stout cruizers at sea, but they seldom cruize without the Streights. They are at war with most of the Christian princes within the Streights; yet the whole of their ships of war, of every description, does not exceed twenty, of from ten to forty guns.

Should the Deys of Algiers ever turn their thoughts to commerce, and study the true interests of the kingdom, in a very few years it might be made very considerable, from the natural richness of the soil.

The principal articles of export from the kingdom of Algiers are:

Wheat	Olive oil
Barley	Wax
Pulse	Honey

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Bullocks' hides	Wool
Goat skins	Live bullocks
Skins of wild beasts	Live sheep.

The exportation of all kinds of provisions is prohibited at the city of Algiers, or any other place near it: the only purchases of any consequence are, the prize ships and their cargoes; and these purchases are chiefly made by the Jewish house of *Bocri* and *Busnah*, who also farm the Journata from the Dey; in consequence hides, wax, and many other articles, can only be procured through the medium of that house. *Bocri* has now a brother, established at Marseilles. They have always been in the French interest, and the present government of Algiers are very much influenced by that house; while this continues, the English consul at Algiers must always feel himself disagreeably situated.

The Deys have always permitted the exportation of cattle from *Oran*, for the supply of the garrison of Gibraltar,

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which they are obliged to do by treaty. And sometimes the Deys permit the exportation of corn, &c. &c. from Bona, but it is often very difficult to obtain license. The only means of obtaining that indulgence, is by making considerable presents to the Dey and his ministers. The ship going to Bona for corn, must first call at Algiers, and carry the Dey's *tiskery*, or license for the corn, otherwise the ship, in all probability, will lose her voyage.

The English, at present, have no direct trade with the kingdom of Algiers, nor is there a very strong temptation to open a direct trade with it, while the prohibition on exports is continued; though a considerable profit may be made on many articles from England, yet it will very seldom answer the merchant's purpose, unless he can obtain a return cargo for his ship. The merchants in Algiers always pay in ready cash, chiefly in hard Spanish dollars.

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Merchandise always in demand in Algiers.

Black pepper	Pig lead
Allum	Lead shot
Coffee	Logwood, unchipt
Nutmegs	Red wood
Cloves	Copperas
Cinnamon	Tin, in boxes
White ginger	Cloth (superfine
Cutlery	grain colours)
India muslins	Fine Irish linen
Calicoes	Sugar (fine clay)
Pimento	Jamaica rum.

ALGERINE MONEY.

Accounts are kept in mazonas, piasters, and sequins.

24 Mazonas make 1 Piaster,
3½ Piastres .... 1 Sequin.

All sorts of Spanish money is current in Algiers.

4 Mazonas make 1 Real De Plata,
8 ..... 1 Pistoreen or Pisetta,
40 ..... 1 Hard Spanish Dollar.

The Algerine Quintal same as the English.

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TUNIS.

The commerce carried on at present between the Christian states, on the northern shores of the Mediterranean and the kingdom of Tunis, is very extensive, and the exports are chiefly the produce of the country, which may be always shipped by getting a tiskery from the Bey for those articles that pay a duty. Tunis is the most considerable state in Barbary for commerce, and even that was but trifling, until *Sidi Mustapha*, late prime minister, encouraged the cultivation of corn and olives, now the two chief articles of export from that kingdom. This has served much to civilize the inhabitants, who, from a state of perpetual warfare with the Christians, and often amongst themselves, begin now to feel the advantages of commerce; and the duties on exports, at present, form the greatest part of the Bey's revenues.

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The principal articles of export from the kingdom of Tunis are,

Wheat	Gold dust
Barley	Scarlet caps
Beans	Jerbi shawls
Olive oil	Senna
Hides	Soap
Skins of wild beasts	Sponge
Wool	Cotton
Wax	Ostrich feathers
Honey	Orchilla weed
Madder roots	Live cattle.
Ivory	

CORN.

The principal port for shipping corn from the kingdom of Tunis, is Biserta, about fifty miles west from Tunis; but no business can be done without first getting a tiskery from the Bey, which must pay as under:

For Wheat, 22½ piasters per caffees.
Barley, 11¼ ditto ditto.

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Eben Wild of the ship Washington

The above are the duties actually paid, but they have been frequently raised by the Bey, at the instigation of the French merchants, who have persuaded him to raise the duties, that they might have the preference, more particularly when there has been a scarcity of corn in the south of France; yet the French merchants have still found their advantage in doing their business in this manner: and to reimburse themselves for the extraordinary duties paid to the Bey, they bribe his officers, and by that means they contrive to ship more than double the quantity of corn, mentioned in the Bey's tiskery.

The caffees, if good measure, is equal to two quarters Winchester measure: sixteen tumulos making one caffees. In measuring, they lay as much corn as they can, heaped up, upon the tumulo, and sometimes lay more than would otherwise lie upon the measure, by putting their arms round the rim to support it,

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which is reckoned very fair; however, it is often necessary to fee the meters, as it sometimes makes near twenty per cent. difference in the measure.

The price of corn fluctuates very much; it is generally cheapest at the end of harvest, in August and September: it usually rises gradually from the end of one harvest to the beginning of the next.

Wheat fluctuates from 30 to 70 prs. per caffees.

Barley fluctuates from 12 to 35 prs. per caffees.

The crops of corn are always in proportion to the quantity of rain; there has been a few instances of an entire failure in the crops, for want of rain. The soil being very strong, is usually very productive. There is always a great demand for *Minorca*, *Majorca*, the coast of Spain, the south of France, the greatest part of Italy and Malta. In time of peace, the Minorkeens are chiefly em-

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ployed in carrying corn from Barbary to the coast of Spain, performing quarantine at their own ports, which, from the kingdom of Tunis, with a clean bill of health, is twelve days.

OLIVE OIL

Is one of the principal articles of exportation from the kingdom of Tunis; it is chiefly shipped from Tunis, Soliman, and Susa; but the last is by far the best place to load at. They will load a ship at Susa, of three hundred tons burthen, in a week. Before any shipment takes place, a tiskery must be got from the Bey, on paying two and a half piasters, per metal, Tunis measure, which will weigh about forty pounds English.

44¼ Metals of oil, Tunis measure, will make one ton English, of 236 gallons, weighing nett 15cwt. 3qrs. 6lbs.

10 Metals of oil at Susa will make 12 Tunis metals.

10 Metals of oil at Soliman will make 14 Tunis metals.

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The season for making olive oil, in the kingdom of Tunis, is from November till January; and the best time to ship it is in the winter months, being sold by measure, it is more dense than in warm weather, and not so liable to leak out of the casks: oil of one year old is the best to ship; it is generally more clear than new oil: and the oil that is made in the kingdom of Tunis, has the good property of keeping sweet for a considerable time; it will not become rancid so soon as the Italian oils; and, with a little salt, it may be kept sweet for any length of time. It is very often shipped in large jars; this will prevent any leakage, and will answer very well for short voyages in the Mediterranean; but we are of opinion, it would be too great a risk to have a whole ship laden with jars of oil, to sail on the boisterous Atlantic.

They have men called Stevadores, who are always employed in stowing jars of

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oil; they have a peculiar method of stowing them, which our English sailors are not acquainted with; by only one jar giving way, it might endanger the whole ship's cargo. We have known an instance of a ship, above two hundred tons burthen, entirely laden with jars of oil, at Tunis, and the whole was delivered safe at Leghorn, with the exception of only one jar being broke, and that was broke by accident, in the delivery. It would always answer for English ships to stow jars of oil in the between-decks, as they might there be very easily secured; and being free from leakage, would always prove advantageous both to the ship and merchant. The tops of the jars are secured with gyps, which will soon become as hard and tight as any part of the jar.

In time of peace, the French, from Marseilles, have loaded three hundred vessels in one year, in the kingdom of Tunis, with corn, wool, olive oil, &c. &c.

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The French merchants usually took both the clear oil and the footings, for their cloth and soap manufactories. Some of the Tunis oil finds its way to England, under the name of Gallipoli: and provided it is of a tolerable good quality, it is by no means inferior, and more particularly for the clothiers, it being a stronger bodied oil than the Italian; we have met with eating oil, equal to the Florence, particularly at Susa, made use of at the table of Giluli, the Kya of Susa.

The Susa oil is in higher estimation than the Soliman; and the latter is reckoned better than the Tunis oil.

The best method to ship oil is, by entering into a contract with the Kyas; the major part of the money must be paid down at the time of making the contract. The Kyas are the governors of provinces, and, in general, native princes: they are usually men of very

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great property; they can also obtain tiskeries much easier than private merchants. The contract with the Kyas should be always free on board. They are all men of the strictest honour and integrity, and will never break their word. It would be always much better to avoid loading oil at Tunis, if possible, the distance being so very great between the Goletta, where the ships lie, and the city of Tunis; and the very great delays, for want of sandals, make it very expensive. It is almost impossible to load a ship at the Goletta, of 300 tons burthen, in less time than a month: it is also rather dangerous for the ships to lie at the Goletta in the winter months: they also lie at the Goletta, to receive the oil from Soliman. Susa is much the best port to load oil at; and the ships lie perfectly secure from all winds, except the north-east, which is not very frequent in the Mediterranean.

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The Effects of Olive Oil on the Human Body.

In the kingdom of Tunis, the people usually employed as *coolies*, or porters, are, in general, natives of Gereed or the country of Dates, about 300 miles from the sea coast. Their dress is, in general, a wide woollen coat, its natural colour, with short wide sleeves over, wrapping round the body, and tied round the waist with a cumber band; they never wear a shirt, and seldom have either trousers, shoes, or stockings; they have always a scarlet woollen cap upon the head, and sometimes a coarse white turban: those coolies that are employed in the oil stores, seldom eat any thing but bread and oil: they smear themselves all over with oil, and their coat is always well soaked with it. Though the plague frequently rages in Tunis in the most frightful manner, destroying many thousands of the inhabitants, yet there never was known an instance of any of these

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coolies, who work in the oil stores, ever being in the least affected by it. In the summer it is customary for these coolies to sleep in the streets, upon the bare ground; we have frequently seen in the night, scorpions and other venomous reptiles running about them in great numbers, yet we never heard of a single instance where the coolies were ever injured by them; nor do the musquitoes, which are always very troublesome to other people in hot climates, ever molest these people, though their face, hands, and arms, from their elbows, are exposed, as also their legs and feet; any other people, being so much exposed, would be nearly destroyed by the musquitoes. In Tunis, when any person is stung by a scorpion, or bit by any other venomous reptile, they immediately scarify the part with a knife, and rub in olive oil as quick as possible, which arrests the progress of the venom. If oil is not applied in a few minutes, death is inevitable, particularly from the sting of

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a scorpion. Those in the kingdom of Tunis are the most venomous in the world.

The strength and agility of these coolies and porters are almost incredible; having a great many ships to load, we employed several of these people, and have frequently seen one of them carry a load upon his back which weighed half a ton English weight, a distance of thirty or forty yards.

SPONGE

Is gathered on the sea shore, near Sphax and Jerbi; it is of a tolerable good quality, and may be purchased at Susa, at 20 to 30 piasters, per the 112lbs. English, according to quality. This is very inferior in quality to that which is found on the shores of the Black Sea, which is generally used in England. Though the Barbary sponge

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is so much inferior in quality, yet it will always meet with a ready sale in *Malta, Sicily, Italy, Minorca, Majorca,* and the *coast of Spain.*

Sponge should be in large pieces, clear and free from shells or sea weed, which are very often found sticking to it.

SOAP.

This is an article which is made in the kingdom of Tunis, and is exported in great quantities; it is usually shipped from the ports of *Tunis* and *Susa:* it is generally much cheaper and of a better quality at Susa.

The price of soap fluctuates from 18 to 25 piasters per quintal, equal to the English hundred weight: the price varies in proportion to the price of oil. The Tunisians export both hard and soft soap. The hard is mostly shipped in

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boxes of 1 lb. each, and the soft soap, in jars. They are both very strong, and wash better than most European soaps, and the smell is by no means disagreeable, being entirely composed of olive oil and barilla, both articles the produce of the country. The best way to ship soap, is by making a contract for a certain quantity two or three months before the time of shipping; however, the length of time must entirely depend upon the quantity contracted for, as it is seldom to be procured in very large quantities, ready made. This circumstance is the cause of this very valuable branch of commerce being confined to a few people, who regularly follow the Barbary trade, or have a regular correspondence: boxes for the hard soap must be always carried there, as no packages are to be had in this part of Barbary, except jars and matts. The Minorkeens, who enjoy the greatest part of this trade, will often take above fifty tons of hard

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soap in bulk, rather than be at any expence for boxes.

Great quantities of Barbary soap are shipped for *Minorca*, *Majorca*, the *coast of Spain*, and part of *Italy*.

It is almost incredible how very advantageous this branch of commerce is to the Minorkeen merchants; they even sell it at their own port for more than double the first cost. We are persuaded it would answer very well amongst our clothiers; though the duties are very high, yet the clothiers are allowed the duty on all foreign soap that they make use of in their manufactories.

Hard Barbary soap would answer very well for the North American market, put up in boxes of 30 lbs. nett each. In taking out a tiskery for the exportation of soap from the kingdom of Tunis, the shipper must always pay one piaster per quintal of Tunis, which is the same as

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the English hundred weight; 110 lbs. of Tunis makes 112 lbs. English.

ORCHILLA WEED.

This article of commerce grows in great abundance amongst the ruins of Carthage, and on the rocky mountains to the eastward of Tunis: that from the mountains is rather longer, and of course of better quality; it is very much inferior to the Cape de Verd. It may be collected from 15 to 20 piasters per quintal; it requires much time to collect any considerable quantity: the best mode of collecting it is, by employing the Bedouins, and then it would require a month to collect five tons.

The Orchilla weed would always sell very well in England, were it not for the great quantity of dirt the Bedouins scrape from the rocks along with it, to make it

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weigh the more, which renders it almost unfit for the English market.

WOOL.

Immense quantities of wool are annually exported from the kingdom of Tunis. The quality entirely depends upon the part of the country it is from: at Tunis, and to the western part of the kingdom, the quality of the wool is but very indifferent; at Susa it is much better; at Jerbi, Sphax, and the eastern part of the kingdom, it is very fine, being nearly equal to the Spanish wool, only a much longer staple, which makes it better adapted for the manufacture of shawls; when it is full grown upon the sheep it hangs down in ringlets, and has a silky appearance. In Persia we have seen a kind of sheep, with wool very similar to the wool on the eastern part of the kingdom of Tunis. The finest part of the wool the inhabitants of Jerbi

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and Sphax manufacture into shawls and burnoases; some of these are exceeding fine.

The French merchants usually ship the major part of the wool. The price is from 18 to 30 piasters per quintal; it pays a duty on exportation of one piaster per quintal.

The fleeces are mostly very foul, and lose much in washing; which make them unfit for the English market.

The importation of Barbary wool into the ports of France, chiefly into Marseilles, was always considered as one of the most beneficial branches of the French commerce. They manufactured it into cloth, proper for the Barbary market, from which the French merchants drew an immense profit. The Moors being very particular in their colours, the French put up their bales, properly assorted, and call them Londra's.

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The French do not shear their cloth so close as the English do in general; and the wool from the eastern part of the kingdom of Tunis having a silky appearance, the French put a good face upon the cloth, which is always very pleasing to the eye; and the Moors, who are but very indifferent judges of cloth, provided it costs them little, they are the better pleased with it; they look more to the colour than the quality; some of the French cloth has very little substance in it, very little stouter than some English flannels. The Moors reason and draw conclusions different from any other people. A Moor will say, if I can buy a cloth for four piasters per pike, it will certainly answer my purpose much better than giving eight piasters per pike: I can have two coats for the same money; and surely two coats are better than one. A few bales of the best superfine cloth or shallees will always meet with a ready sale amongst the princes and ministers, who will

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have the very best article they can lay their hands on, whatever may be the price.

On the mountains, towards the southern boundaries of the kingdom of Tunis, in the country of Gereed, which is often distinguished in the maps by the name of Biledulgerid, but is distinguished at Tunis by the name of Gereed, or the Country of Dates; they have sheep that grow wool equally as fine as the Spanish, and not much longer staple; we have seen several samples of it, but could not procure any considerable quantity: it is very seldom sent to Tunis, or any part of the coast. The Tunisians are at a very great expence in purchasing Spanish wool, which they manufacture into the scarlet skull caps, and which they export in immense quantities to the Levant.

It is almost incredible the quantity of these caps that are made in Tunis; we

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have seen a ship of two hundred tons burthen entirely laden with them. The Tunisians are obliged to carry the caps to the waters of Luan, near forty miles distance: these waters were formerly conveyed to Carthage, by an extensive aqueduct. They have a peculiar quality in dying a most beautiful scarlet. There is no doubt but that the Tunisians might produce a sufficient quantity of wool, of the same quality as the Spanish, in their own country; but such is the disposition of the inhabitants, and the unsettled state of the government, that the Bey is obliged annually to send a large army to collect his revenues in the distant parts of the kingdom; every thing must be done by force; and the tribes in the interior would not pay any tribute whatever, unless they were obliged to do it by a superior force; in consequence very little commercial intercourse can be carried on from one province to another.

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IVORY AND GOLD DUST.

These are articles of export from Tunis, yet they are not the produce of the country. They are brought by the caravans from *Tombucto*, a large city in the interior of Africa: the articles brought by these caravans are chiefly *slaves*, *ivory*, and *gold dust*. They generally arrive at Tunis in the month of June, and dispose of their merchandise: and then make purchases of goods to take back with them. The goods they take in return consist chiefly in *long ells*, *coarse woollens*, *fire-arms*, *gunpowder*, *watches*, and *hard-ware*. The caravans again set out from Tunis in October, for Tombucto and the coast of Guinea.

OSTRICH FEATHERS

May be purchased in considerable quantities; they are sold by weight, and

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divided into classes, according to quality, such as first, second, and third. In the first class, to which the others bear but a very small proportion, if particular care is not taken, the Moors will tie a large quantity of twine round them, to make them weigh the more.

HIDES AND WAX.

These are considerable articles of export from the kingdom of Tunis; but the exclusive privilege of shipping them belong to the Journata company, who pay a large sum of money annually to the Bey for that indulgence. It is not an unusual thing for this company to send a ship to Italy entirely laden with wax. This company has all the wax, and every bullock's hide that is produced in the kingdom of Tunis, at a stipulated price.

The Journata company, in return, are

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obliged to furnish the Bey with clothing for his troops, and several other articles. This company will sell to any merchant a cargo of wax or hides, who will pay them a reasonable price.

IMPORTS.

The imports into the kingdom of Tunis are at present very great, and form no very inconsiderable part of the commerce of the Mediterranean.

The Tunisians import from Syria

India muslins, by the caravans, *via* Bassora	Silks, raw and manufactured
Cottons	Opium
Carpetings	Copper
	Tobacco.

FROM THE MOREA.

Dried fruits and figs, to make brandy.

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FROM TRIPOLI.

Madder-roots and senna.

FROM TRIESTE.

Glass ware, of various kinds	Iron
Wood, in beams and planks	Fine linens
	Woollens, chiefly low priced.

FROM SPAIN.

Wine	Naval stores, of all kinds.
Brandy	
Wool	

FROM FRANCE.

Hardwares of all sorts	Woollen cloth of all kinds
Watches	Sugars
Trinkets	Coffee.
Fine Linens	

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FROM LEGHORN.

Swedish iron, narrow and flat bars	Copperas
Tin, in bars and sheets	Sugars of all sorts
Lead, in pigs and shot	Coffee
Quicksilver	Cloth of various kinds
Aquafortis	Cochineal
Spices of all sorts	Logwood
Stick-lack, black and red	Nails
Gum Benjamin	Ginger, white and black
Alum	Fine linens
	Sheet iron.

The Tunisians have very seldom any direct trade with England; they receive most of the British manufactures, &c. *via* Leghorn; and it will be very easily observed that a great part of the imports into the kingdom of Tunis is through the hands of the merchants at Leghorn. It is usually the case, when war or any

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other cause puts a stop to the French trade, the Leghorn merchants then enjoy a greater share of it, and the Journata Company mostly ship for Leghorn.

The Tunisians consume a considerable quantity of English manufactures, particularly coarse woollens; great quantities of long ells made in the neighbourhood of Exeter, are sent out to Leghorn, most of which find their way to Tunis. The bales for the Tunis market should be assorted as under:—

LONG ELLS.

10 Pieces light blues
9 Pieces Turkey blues
9 Pieces mazareen blues
9 Pieces red
10 Pieces coffee
2 Pieces yellow
1 Piece green

50 pieces in each bale.

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ARCH IMPERIALS.

30 Pieces blue
15 Pieces red
5 Pieces sorted colours (no green)

50 pieces in each bale.

Scarlet long ells should always be sent in separate bales; two or three bales of scarlet are sufficient at one time, and for the other bales, assorted as we have stated. There is always a demand at Tunis for any quantity; two hundred bales, or even a whole ship's cargo at a time, would not overstock the market. The caravans take immense quantities into the interior of Africa. These goods will always bear a very handsome profit to the merchant; they will always answer to fill up a ship, when it happens that he cannot conveniently get a full cargo; or, where the ship takes a large proportion of

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lead or tin, by taking in a considerable number of these bales, will always make the ship easier at sea.

The cloth the Tunisians have chiefly made use of for many years past, has been French manufacture; they look more into the colour than the quality of the cloth; the bales should be assorted as under:—

1 Piece scarlet
1 ditto crimson
1 ditto light wine
1 ditto deep wine
2 ditto Deroy
1 ditto purple
2 ditto mazareen blue
2 ditto light blue
1 ditto green.

12 pieces in each bale.

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The pieces should be from 18 to 20 yards each, ¾ wide; the cloth should not be shorn bare, but have a tolerable dress upon it.

The Moors always entertained a favourable opinion of English manufactures, and the French, to humour them, gave their cloth the name of Londras, wishing to make the Moors believe it was manufactured in London.

The French merchants at Tunis were formerly in the habit of selling their goods very high, and giving long credit; but, from the instability in the government, and the natural disposition of the lower class of Moors to cheat the Christians whenever in their power, many respectable French merchants have been ruined by it: giving credit should always be carefully avoided; the Moors will never give any credit.

A few years ago, the French gained

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most by their exports to the kingdom of Tunis; the return cargoes for their ships being then very trifling. Since Sidi Mustapha, late prime minister of Tunis, encouraged the planting of olives and the growth of corn, the French have gained more by their imports.

The best season for a ship to go to Tunis with a cargo of merchandise, is in the months of September and October, particularly for woollens; the weather then becomes rather temperate, and the Moors never think of purchasing an article for their own wear till the moment it is wanted, though they often pay double for it.

Spices of all sorts are always paid for in ready cash; lead, and all sorts of naval and military stores, pay no duty whatever; all other articles imported in British ships, are by treaty to pay three per cent. *ad valorem*, but the Tarif does not amount to more than two per cent.

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The French pay the same Tarif as the English; most other nations pay 10 per cent. *ad valorem*, and the Jewish merchants, who enjoy the whole of the trade between Tunis and Leghorn, pay 10 per cent. Tarif upon all their imports.

The English have, therefore, a considerable advantage, and are enabled to undersell most nations, particularly in goods direct from England.

At Tunis there is always a demand for a well assorted cargo of English goods, sufficient to load a ship of 300 tons burthen; and in some articles the market cannot easily be overstocked, which will always allow the ship a good freight, and a certain profit to the merchant; these articles are chiefly staples, such as *iron*, *tin in sheets*, *plate iron*, lead, and alum, with all kinds of naval stores.

Provisions of all kinds are very cheap in the kingdom of Tunis, particularly at a

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distance from the capital. Ships loading there should lay in a considerable quantity for sea stock Merchants shipping are limited in the quantity of provisions, but letters of marque and men-of-war are allowed to take on board as much as they please, and are entitled to keep the hides of all the bullocks they kill on board; but when a merchant ship kills a bullock, the hide belongs to the Journata company.

Their biscuit and flour are very good, and in proportion to the price of wheat, from 10 to 20 piasters per quintal.

Having, while at Tunis, to provide provision for several ships, we frequently bought the wheat at market, and had it ground, which is very convenient for shipping; the bran and coarse flour is particularly serviceable for live stock, and we found it yield in the following proportion.

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Grinding and dressing 100lb. wheat at Tunis.

	lbs.
Fine flour	45
Com. flour	22½
3d quality	11
4th ditto	7
Bran	10½
Loss	4
	100 lbs.

CURRENT PRICE OF SUNDRY GOODS IN TUNIS, IN 1798.

	Piasters.	
Swedish iron, narrow flat bars	23	per quintal.
Tin in sheets	40	per box of 100 sheets.
Lead in pigs	20	per quintal.
Tin in bars	200	
Quicksilver	275	
Aquafortis, best quality	40	
Pepper, black	250	
Pimento	100	
Cloves	800	
Cinnamon	400	
Stick-lack	250	
Gum Benjamin, 1st quality	600	
Ditto, 2d	400	
Ditto, 3d	250	
English alum in large lumps	40	

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	Piasters.	
Copperas	10	per quintal.
Loaf sugar	200	
Fine clay sugar	150	
Common sugar	120	
Very ordinary ditto	90	
Nutmegs	30	per lb.

The money current in the kingdom of Tunis.

12 Burboes make 1 Asper.
3½ Aspers .... 1 Caroob.
16 Caroobs .... 1 Piaster.
4½ Piasters .... 1 Maboob or Sequin.

Accounts are kept in burboes, aspers, and piasters.

12 Burboes make 1 Asper.
52 Aspers .... 1 Piaster.

In the exchange between England and Tunis, the par is 15 piasters per pound sterling.

The rate of exchange between England and Tunis is in general regulated

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according to the rate of exchange at Leghorn. Very little is done at Tunis in bills of exchange, except through the hands of the consuls, who usually draw for their salaries, and are often imposed upon by the Jews. It will seldom answer the purpose of a merchant to draw bills of exchange, to procure a cargo of merchandise, while he has goods on hand; it is the best way to barter; the Moors are partial to that mode of doing business, for they calculate that by this method they make a double profit.

TUNIS WEIGHTS.

100lbs. Tunis make 112 English.

Corn of all kinds is measured in tumuloes.

MEASURE.

16 Tumuloes make 1 Caffees.

Each tumulo of good wheat should weigh 50lbs. Tunis weight.

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PROVISIONS.

At Tunis we had a great many ships to victual, in the hottest season; we had not only to provide for their daily expenditure, but also to lay in a large sea stock, which, if not effectually cured in a very few hours, the whole would be inevitably lost. We killed upwards of forty bullocks in the hottest season, and, by observing the following method, never spoiled one ounce of meat.

The animal should be killed as quietly as possible; the best method of killing a bullock, is by thrusting a sharp pointed knife into the spinal marrow, behind the horns, when the bullock will immediately fall, without any struggle; then cut the arteries about the heart. As soon as he is skinned and quartered, begin to cut up in six pound pieces, not larger, particularly the thick parts.

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Take half a pound of black pepper, half a pound of red or kyan pepper, and half a pound of the best saltpetre, all beat or ground very fine; mix these three well together, then mix them with about three quarts of very fine salt: this mixture is sufficient for eight hundred weight of beef. As the pieces are brought from the person cutting up, first sprinkle the pieces with the spice, and introduce a little into all the thickest parts, if it cannot be done otherwise, make a small incision with a knife. The first salter, after rubbing salt and spice well into the meat, should take and mould the piece, the same as washing a shirt upon a board; this may be very easily done, and the meat being lately killed, is soft and pliable; this moulding opens the grain of the meat, which will make it imbibe the spice and salt much quicker than the common method of salting. The first salter hands his piece over to the second salter, who moulds and rubs the salt well into the meat, and if he observes occasion, intro-

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duces the spice; when the second salter has finished his piece, he folds it up as close as possible, and hands it to the packer at the harness tubs, who must be stationed near him: the packer must be careful to pack his harness tubs as close as possible.

All the work must be carried on in the shade, but where there is a strong current of air, the harness tubs in particular; this being a very material point in curing the meat in a hot climate. Meat may be cured in this manner with the greatest safety, when the thermometer in the shade is at 110°, the extreme heat assisting the curing.

A good sized bullock of six or seven hundred weight, may be killed and salted within the hour.

The person who attends with the spice near the first salter has the greatest trust imposed upon him; besides the spice, he

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should be well satisfied that the piece is sufficiently salted, before he permits the first salter to hand the piece over to the second salter.

All the salt should be very fine, and the packer, besides sprinkling the bottom of his harness tubs, should be careful to put plenty of salt between each tier of meat, which is very soon turned into the finest pickle. The pickle will nearly cover the meat as fast as the packer can stow it away. It is always a good sign that the meat is very safe, when the packer begins to complain that his hands are aching with cold.

It is better to kill the bullocks on board a ship than on shore; in all hot climates there is generally a land or sea breeze, the ship will of course ride head to wind, and by spreading an awning over the ship's decks, there will be a thorough current of air, which increases the evaporation, the cause of the extreme cold.

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By this method, there is no doubt but that the meat is perfectly cured in three hours, from the time of killing the bullock: the saltpetre in a very little time strikes through the meat; however, it is always better to let it lie in the harness tubs till the following morning, when it will have an exceeding pleasant smell on opening the harness tubs, then take it out and pack it in tight barrels, with its own pickle.

PRIME BEEF.

For cabin or particular private use, take the thick flanks, briskets, and tops of the ribs, and after curing them as we have described, add a little clay sugar, with pimento, which serves to give it a very rich flavour.

These parts should be packed in kegs, about sixty pound each, and when packed to be preserved any considerable length

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of time, should be in its own pickle, which is much better than any made pickle.

Provisions cured in this manner will keep during the longest voyages, are more wholesome and more palatable than any other, and a sure preventive against the scurvy, partly owing to the spices that are made use of in the curing; and also, that a careful cook may always make good soup from this meat, as the salt is very easily extracted, for the same operation which served to impregnate the meat with the salt, will also serve to extract it.

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SARDINIA

Is a very fertile island, and well situated for the commerce of the Mediterranean.

At a distance it appears to be very mountainous, but, on a nearer inspection, it will be found to contain a very large proportion of fertile level country, and capable of the highest cultivation. There are also extensive lakes and marshes; it is even navigable through the middle of the country for small craft, from Ouresta, on the north-west part of the island, to Calari, the capital, on the south-east; it has several good roadsteds for shipping, where they may take on board cargoes with safety at any season of the year.

The inhabitants only cultivate grain and vines in any considerable quantities. Their wheat is of a superior quality, the

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finest in the Mediterranean, but it will not keep good so long as many other wheats: it should never be kept above eighteen or twenty months. Their barley is also very fine.

The Sardinian bread is much finer and whiter than any other bread made in the Mediterranean. No part of Europe has finer bread. Were the inhabitants inclined to make improvements, it might easily be made one of the richest islands in the world. It has a great many marshes, which makes it rather unwholesome in some parts, in the summer season; but all these might be very easily drained, and made the most fertile, at a very little cost. To turn a swampy marsh into fields of corn and vineyards, the contrast is very great: from being unwholesome, and even dangerous, it might be made the most healthy and pleasant.

Situated as Sardinia is, near so many civilized nations, it is almost incredible,

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and no person, without being an eye-witness, could believe that the inhabitants are in such a degraded state.

In the country, the men dress themselves in goat-skins, with the hair outwards, one skin before and another behind: no breeches, shoes, or stockings; a woollen or skin cap upon the head; they never shave their beard, or comb their hair. The country women dress in a gown which reaches down to the ancles, made of scarlet long ells, English manufacture; they have neither shoes nor stockings; a small woollen cap and the gown are all the garments they wear. The country people always go armed, and are all thieves and robbers; they will not hesitate a moment in taking away the life of a defenceless stranger, where there is the least prospect of gaining the most trifling sum. No stranger whatever can travel in the interior, without being well armed, and accompanied with guides and guards of the country. Though thieves

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and murderers by profession, yet they are strongly attached to their king and country.

We had an opportunity of being an eye-witness to some of their attempts at plunder and massacre. About twenty miles south-east from Calari we captured a Spanish privateer; the Spaniards, after they had struck their colours, run their vessel on shore, and part of the crew escaped; in consequence, we were obliged to take several heavy articles out of the privateer, to get her afloat, and our people rolled through the surf several casks and pipes of wine on shore, till we got the vessel afloat. Upwards of twenty wild Sards came down to the shore, some on foot, others on horseback, all well armed in the manner of the country; we observed several more pouring down from the country; for some time they remained quiet spectators, observing our efforts to get the vessel afloat, but when they thought our people were so much en-

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gaged, as not to observe the motion of the Sards, they began to roll the pipes of wine up the country; we sent a boat's crew on shore, all well armed, to recover the wine and other property. The sailors, being rather too impetuous at the idea of losing the wine, and the Sards becoming very numerous, we were obliged to cover our people from the Spanish privateer; several shots were fired at the boat's crew, and we immediately commenced a fire of musketry from the privateer, when the Sards fled up the country; we did not observe any Sards fall, one horse was shot dead, but we believe the rider escaped.

These wild Sards are a most wretched and depraved people, and do not appear to have the least honour or honesty about them.

It is even dangerous for any ship to wood and water on the eastern coast of Sardinia, without having the people well armed, otherwise they run the greatest

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risk of being cut off. Towards St. Peters and St. Antioch the natives are rather more civilized. There is a striking contrast between the people in the country, and the citizens in the capital; the latter may be considered as prisoners, scarce ever venturing to stir beyond the city walls; yet no people observe more pomp and outward show. Every one above a mechanic must always appear with his bag-wig, sword, and his chapeau under his arm, and taylors and barbers on a holyday strut about with their bag-wigs and swords. Learning is at a very low ebb, even amongst the gentry.

Provisions of all kinds are very cheap, a few reals will maintain a man for a considerable time. There are at Calari frequent instances of men, dressed in a style equal to a nobleman, at the same time asking charity. The clergy form a large proportion, in consequence their commerce is not so considerable as might be expected from such an extensive and fertile

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island: a numerous clergy are at all times inimical to commerce.

Provisions of all kinds are cheaper in Sardinia than any other part of the Mediterranean, except Algiers. Their bread, beef, and vegetables are of superior quality, and in great abundance; though very little care is taken in cultivating the soil, yet they produce a great deal more than is necessary for their own consumption, and sometimes near two hundred vessels of various descriptions go from Minorca to Sardinia to load, in the course of one year.

The tunny fishery, between St. Peters and St. Antioch, is the most considerable of any in the Mediterranean. They take sufficient to load a great many ships in one season: the fishermen place their nets zig-zag ways, in from eight to eighteen fathom water; at each angle they have several chambers, and over every angle they have moored, with two or

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three fishermen in it, who are always watching the fish when they enter the chambers, and, with a line, supported on the surface by a buoy, they draw a net across the chamber door. They do not take up the net until they have caught several fish, and then it sometimes requires near one hundred men to haul up the net. As soon as they take up the net they are obliged immediately to cut up the fish and salt them. The tunny fish are from one to seven and eight hundred weight, and sometimes larger: they are much fatter than salmon; the belly part is most esteemed. They are packed in kegs of about three quarters of a hundred each. It requires a capital of twenty thousand dollars to begin a tunny fishery. They are all private property. Don Gieusseppe De Ripallo, a Genoese nobleman, and Count Antonico Porcelli, a Sardinian nobleman, have the largest fisheries.

Besides the grain and other articles

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we have already mentioned, the exports from Sardinia, are

Rabbit skins	Indian corn
Goat skins	Macaroons
Kid skins	Wine
Fox skins and other wild beasts	Brandy
Bullocks' hides	Barilla
Calf skins	Ditto of an ordinary quality, called Burdina
Salt provisions of all kinds	Starch
Live hogs, cattle, horses, &c.	Capers
Flour	Cork
Biscuit	Cheese
	Salt.

Their cheese is chiefly made in the neighbourhood of Ourestan; it is of a very inferior quality; the cheeses are made in the manner of the Dutch. The first cost of the cheese in the interior of the country is from two pence to two pence halfpenny, sterling, per pound. It is exported in large quantities to Na-

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ples and Genoa, where the merchants make a great profit upon it.

The bay of Calari is one of the best places in the Mediterranean to load salt either for the Baltic or Newfoundland; and any number of shipping may be always sure of getting cargoes: it costs about six pence the English hundred weight, free on board. Vessels of a moderate draught of water should go into the bason to load their salt.

GOAT SKINS.

It requires a great deal of care to choose a cargo of goat skins, and to prevent imposition: they should be all large sized, and not wormed; grey and light colours are the best. If cut or torn, they are allowed for, by taking two skins for one, three for one, or three for two, according to the damage; salted skins are not so good.

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They should be all well beat before they are shipped; they should have the hair entire; and care should be taken to have as few black skins as possible.

Goat skins may frequently be procured at a place where there is no convenience to pack them in casks or cases; they should be tied up in bundles, as tight as possible, and taken to the nearest port for re-packing.

GOODS PROPER FOR THE SARDINIAN MARKET.

These are chiefly British manufactures. An assorted cargo for Calari should consist of

Copperas	10 tons.
Alum	1
Black pepper ..	50 cwt.
Fine clay sugar	100
Martinico coffee	100

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Red and scarlet long ells and arch imperials, 150 bales or more
1 Bale superfine black cloth
1 Bale second ditto
1 Bale superfine blue cloth
1 Bale second ditto
1 Bale superfine fashionable mixed cloth
2 Bales coatings
10 Bales of black says or long ells
Soal leather
A small quantity of hard-ware
A few trunks of Pullicat handkerchiefs
Tin, in boxes
Lead, in pigs
5 to 10 puncheons of Jamaica rum
A few boxes of fine Irish linens
Cotton hosiery.

All sorts of bale goods should not be assorted, but the whole of the bale be the same quality and price.

. . . . . .

In the assorted cargo we have only put down the different articles in such small quantities as would not overstock

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the market; on the contrary, such a cargo as we have chosen, might be sold at Calari in a few days; and there are some very respectable merchants that may be depended upon, who are people of large property, and are very honourable in their dealings. The quantity of bales of arch imperials and long ells can scarce be too great; fifty bales, more or less, would not very materially affect the market.

CUSTOMS.

The duties of customs on imports at Calari are very great; strangers pay 18 per cent. *ad valorem*, and the inhabitants 15 per cent. but from the Tariff it will seldom amount to more than 10 or 12 per cent. The difference in the duties being so much in favour of the inhabitants, it is much better to sell the cargo by samples on board the ship, and leave it to the merchant to pass his goods through the custom-house. It might

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perhaps be difficult to get hard cash for so valuable a cargo as we have mentioned; when that is the case, the merchants of Calari draw upon Leghorn.

England, at this moment, sustains a very considerable loss by not having a proper accredited British consul in Sardinia; most of the articles imported by the Sards are either British manufactures, or may be easily supplied from England: at present they all pass through several hands before they reach Sardinia: this is undoubtedly owing to our not having a proper consul in all that extensive island; neither is there a male British subject in the whole island. Could the English have a proper accredited British consul, connected with a respectable mercantile house, to reside at Calari, much good business might be done, and a regular direct trade opened between England and Sardinia: both countries would be essentially benefited by it, as well as every individual con-

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cerned. There is also another very strong reason why a consul should be established in Sardinia, while the English hold any possessions in the Mediterranean; they might reasonably entertain a better hope of receiving supplies of provision from thence, and even for Gibraltar, particularly when it is observed how very reasonable the price of provisions are in Sardinia, as may be seen in the annexed tables, which, for their accuracy, may be depended upon. Pork may be had nearly in sufficient quantities to supply the whole of the English navy; at the same time, it is the finest pork in Europe. The hogs are almost wild, and are fattened upon chesnuts; we have no pork, either in England or Ireland, equal to it either for taste or colour. The best season for pork is in the months of November, December, and January; in these months it is very fat. Both beef and pork are very good, and, when ready cured for shipping, will be found not to cost more than three pence per pound.

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Though salt provisions are so very reasonable, yet there is no doubt but that they might be shipped much cheaper, had the English a factory established either at Ourestan or Calari.

MONEY CURRENT IN SARDINIA.

2 Denari .... make 1 Calari
6 Calari ..... 1 Soldi
30 —— ..... 1 Real
11 Reals 1 Soldi make 1 Spanish silver Dollar
30 Reals ..... 1 Scudi of Calari
7½ Reals and 1 Calari 1 Scudi of Piedmont.

Accounts are kept in denari, soldi, and livres.

12 Denari make 1 Soldi
20 Soldi ..... 1 Livre.

SARDINIAN LARGE WEIGHTS.

12 Ounces make 1 Pound.
104 Pounds ..... 1 Cantara.

128 Pounds Sard are equal to the English Cwt.

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TABLE,

SHEWING THE LOWEST, MIDDLING, AND THE HIGHEST PRICES OF SUNDRY GOODS, THE PRODUCE OF SARDINIA, IN SARDINIAN MONEY, VIZ. LIVRES, SOLDI, AND DENARI.

	Lowest.			Middling.			Highest.		
Wheat per starello, about 96lb. Sard	3	10	0	4	0	0	4	15	0
Barley per starello	1	15	0	2	0	0	2	10	0
Beans ditto	2	0	0	2	10	0	3	0	0
Pease ditto	5	0	0	6	5	0	7	10	0
Tares ditto	3	10	0	4	5	0	5	0	0
Flour, fine (called semola) per cantara	6	13	4	8	6	8	10	0	0
Flour, common (called farina) per cantara	5	0	0	6	5	0	7	10	0
Beef and pork, salted, per cantara	12	10	0	13	15	0	15	0	0
Lard per cantara	15	0	0	20	0	0	25	0	0
Cheese 1st quality ditto	15	0	0	17	10	0	20	0	0
Ditto 2d ditto ditto	12	10	0	15	0	0	18	0	0
Maccaroons 1st quality ditto	20	0	0	22	10	0	25	0	0
Ditto 2d ditto ditto	11	13	4	13	6	8	15	0	0
Ditto 3d ditto ditto	10	0	0	11	13	4	12	10	0
Ditto 4th ditto ditto	7	10	0	8	6	8	10	0	0
Ditto 5th ditto ditto	5	0	0	6	13	4	7	10	0
Ditto 6th ditto ditto	4	3	4	5	16	8	6	13	4
Brandy ditto	10	0	0	12	10	0	15	0	0
Wine per quartierre	0	8	0	0	10	0	0	12	0
Vinegar ditto	0	5	0	0	5	6	0	6	0
Wool per cantara	12	10	0	13	15	0	15	0	0
Goat skins each	0	1	2	0	1	4	0	1	6
Rabbit skins ditto	0	1	0	0	1	2	0	1	4
Fox skins ditto	0	10	0	0	12	10	0	15	0

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TABLE,

SHEWING THE DUTIES TO BE PAID TO THE KING, UPON SUNDRY ARICLES, THE PRODUCE OF SARDINIA, WHEN EXPORTED.

		Old Duty			additional Duty.		
Cheese 1st quality	per cantara.	0	12	6	0	7	6
Ditto 2d ditto	ditto	0	6	3	0	0	0
Wool in whole fleeces	ditto	0	15	0	0	7	6
Ditto loose called Mezza Lana	ditto	0	7	6	0	0	0
Bullocks' hides	each	0	15	6	0	15	0
Cow and calf skins	ditto	0	7	6	0	7	6
Horse hides, called Cordovanni	ditto	0	1	0	0	1	0
Sheep skins	ditto	0	0	6	0	0	6
Small bullock skins	ditto	0	3	8	0	3	8
Goat skins	ditto	0	0	2	0	0	2
Rabbit skins,	the two skins.	0	0	2	0	0	2
Fox skins	each	0	0	6	0	0	
Skins of wild beasts	ditto	0	1	0	0	1	

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TABLES,

SHEWING THE DUTIES UPON SUNDRY GOODS ON EXPORTATION.

WHEAT.						BARLEY.						MAIZE.					
Per Starello, King's Duty.			Additional King's Duty.			Per Starello, King's Duty.			Additional King's Duty.			Per Starello, King's Duty.			Additional King's Duty.		
1	1	4	0	3	8	0	16	4	0	2	6	0	14	8	0	2	6

COMMON FLOUR.						BISCUIT.						MACAROONS.					
Per Cantara, King's Duty.			Additional King's Duty.			Per Cantara, King's Duty.			Additional King's Duty.			Per Cantara, King's Duty.			Additional King's Duty.		
0	2	10	0	0	0	2	2	3	0	2	6	0	1	6	0	2	6

FINE FLOUR.						PULSE.						SALT PROVISIONS OF ALL KINDS.					
Per Cantara, King's Duty.			Additional King's Duty.			Per Starello, King's Duty.			Additional King's Duty.			Per Cantara, King's Duty.			Additional King's Duty.		
1	11	0	0	2	6	0	14	8	0	2	6	1	2	6	0	2	6

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TABLES,

SHEWING THE DUTIES UPON SUNDRY ARTICLES ON EXPORTATION.

WINE.						STARCH.			VINEGAR.		
Per Quartierre, King's Duty.			Additional King's Duty.			King's Duty, per Cantara.			King's Duty, per 100 Quartierre.		
0	12	6	2	0	0	0	12	6	0	12	6

BRANDY.			WAX AND TALLOW CANDLES.			IRON ORE.			LEAD.		
King's Duty, per Cantara.			King's Duty, per Cantara.			King's Duty, per Cantara.			King's Duty, per Cantara.		
0	6	6	0	12	6	4	0	0	25	0	0

LEAD ORE.			HORSES.			BARILLA.					
King's Duty, per Cantara.			King's Duty, on each.			King's Duty, per Cantara.					
						fine.			Burdina.		
7	0	0	55	12	0	0	10	8	0	5	8

MARES.			BULLOCKS.			CALVES.			SHEEP.		
King's Duty, on each.			King's Duty, on each.			King's Duty, on each.			King's Duty, on each.		
11	4	0	2	12	0	0	1	2	0	7	0

ASSES.		
King's Duty, on each.		
0	12	0

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SICILY.

From the richness of the soil and its central situation, no island whatever can be better situated for commerce. The climate is very good, and generally esteemed as very healthy; and provided it were inhabited by an industrious people, there can be no doubt but that it would soon become a place of the greatest consequence.

In its present degraded state, occasioned by a weak government, it is one of the poorest and most wretched places in Europe; all nature's bounties seem to be thrown away upon it. There is more wretchedness and poverty in the two Sicilies, than all the rest of Europe.

In the large cities it is not an uncommon thing to see poor people die in the streets, for want of bread: it may be truly said, that in the midst of plenty, the poor are starving.

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The princes and nobility, who hold large tracts of land, are generally in want of money, and the peasantry under them the most miserable wretches in the world. The nobility, instead of improving their estates, are generally in arrears. Their time is wasted in balls, masquerades, and such like dissipation; and when they want to raise money, will often dispose of the produce of their estates a twelvemonth before it can be delivered; in consequence, they must submit to a certain loss of 30 or 40 per cent. The merchants, who are enabled to keep a little cash in hand, have frequently very favourable opportunities of making advantageous contracts; particularly in Palermo, the capital, where the principal nobility usually reside: at the time of making the contract, the merchant pays one-third part in cash, and the remaining two-thirds on the delivery of the goods.

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BARILLA.

Contracts for barilla are usually made in May, to be delivered in August; the price is from 50 to 65 terri per cantar; if shipped immediately after burning, it will gain in weight from 5 to 8 per cent. The barilla is divided into three classes, viz. *Toka*, *Tokata*, and *Pulvere*. The first is the prime part of the barilla, in very large pieces or lumps, frequently weighing two or three hundred weight each. The Toka from Sicily is mostly shipped in bulk, as mats in Sicily are very expensive. The Tokata is in small pieces, about the size of a man's fist. There is very little difference in the quality between the Toka and Tokata, only the latter being small, is more liable to waste. This is generally shipped in bulk, on account of the great scarcity of packages, particularly on the south coast, where the ships usually load. The Pulvere is composed of the smallest pie-

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ces of barilla and dust; and the Sicilians sweep up every thing near it that has the colour of barilla, to mix with it; and if shipped without being put in casks or mats, it is almost sure to be lost; the least damp in the ship soon dissolves the nitrous particles, and it loses its strength; it is then of very little use, not even worth the heavy duty that is laid upon it. Therefore, in making barilla contracts, particular care should be taken to have as little Tokata and Pulvere as possible. The Sicilians, in their contracts, usually divide the barilla into four parts, to deliver two-fourths in Toka, one fourth in Tokata, and one-fourth in Pulvere; and provided they have a large quantity of small barilla on hand, they will endeavour to make their contract to be delivered in three equal proportions; but this should be always carefully avoided; it will never answer the purpose of an English merchant; he had much better pay a few terri per cantar more, than have any proportion of the

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Pulvere. The island of Lustica, ten leagues north from Palermo, produces annually about seven thousand cantar of good barilla; having, in general, a very small proportion of either Tokata or Pulvere amongst it. A late contract for the produce of the whole island was sixty-five terri per cantar, to be delivered in Palermo.

The estimation of the barilla made in the different parts of Sicily, is as follows:

The first and most esteemed barilla is made in the islandofLustica.

Then Catania
Then Marsila
Then Trapani
Then Locati
Then Locatelle
And lastly, Terra Nova.

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BRIMSTONE.

Contracts for brimstone are generally made in the month of April, to be delivered in September following: the price is usually from twelve to fifteen terri per cantar, free on board, to be delivered on the coast. The hiring of coasting vessels to bring round the ships' cargoes, is always a very heavy charge in Sicily; and where the major part of a ship's cargo can be loaded on the coast, it is much better to send the ships round, where it can be done with safety.

The brimstone most esteemed in the English market is loaded at Siciliana, Falconera, Luarte, and Palma; the last place has generally the preference; yet there is a great deal of very ordinary brimstone sometimes shipped from all those places; it is usually cast into large cakes; they mostly look well on the top of the cake; but particular care should be taken to

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examine the bottom of the cake, where there will be very often found streaks of greyish sandy particles, which settle towards the bottom of the cake, when the brimstone is in a liquid state.

When these greyish streaks run large, the cakes containing them should be thrown aside, and not permitted to pass through the scale. It is always customary to purchase the cargoes by sample. The confidential agent on the part of the purchaser, who attends the scale, should always have the original sample near him for his government. Brimstone is usually shipped in large cakes, and it would be always much better to keep it in that state. On the southern coast of Sicily, when the weather is favourable, they will load the largest ship in a few days. They carry it off to the ship in the country boats, as fast as it can be passed through the scale. The hurry and bustle is then very great, particularly on board the ship. They discharge

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the boat as fast as possible, taking the brimstone upon deck. The sailors then throw it down into the ship's hold, where it is often broke in to a great many pieces; the Sicilians will also break a great deal in loading their boats. This mode of doing business is always attended with great loss, both to the ship and merchant; it may be easily avoided. The Sicilian workmen will always ask for a *regala*, that is, a present for their exertion and attention; and if it is mentioned to them at the time they receive their regala, to break as few cakes as possible, they will be very attentive; and when the brimstone is upon the ship's decks, it can be no very difficult task to lower it down into the ship's hold by a tackle, either in baskets or tubs. The work may be done equally as fast. When the brimstone is much broke, and a great deal of dust, it falls down amongst the dunnage: in some cargoes a great many tons are thus wasted, not being worth the duty charged upon it.

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ON THE ECONOMY OF LOADING A SHIP WITH HEAVY GOODS FOR A FOREIGN VOYAGE.

In shipping brimstone, barilla, and all other heavy cargoes, there is one very material point which should be always carefully attended to; that is, the manner of stowing the ship's cargo, which is sometimes shamefully neglected. The ship is then very uneasy at sea, when the wear and tear in the sails, and in her standing and running rigging, are almost incredible, and very often endanger the ship and all her crew. To avoid all these misfortunes and expences, it will be necessary to raise the cargo with that sort of dunnage that will not give way. It may be taken for a general rule amongst all sorts of shipping, *the higher the centre of gravity is raised, the ship will be easier in all her motions at sea.*

This great and general principle, in

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which all shipping are very materially interested, is not so universally understood nor practised as it ought to be. The most material part will be to point out the most advantageous method of stowing so large a proportion of a ship's hold as may be necessary for the dunnage of these heavy cargoes. The present custom is to cut a large quantity of brushwood and faggots, and spread them in the ship's hold, which soon fills up a large space: the brimstone is then laid upon it, and as the weight increases, it is pressed down the more, till it sinks lower than could be at first imagined. When the cargo is on board, it is too late to be altered, and the ship will be very uneasy at sea: and it is not an uncommon thing for a ship to return into port to take out a great deal of her cargo, before she can proceed upon her voyage. There are many instances where the ship's dunnage for a cargo of barilla or brimstone has not been properly attended to, that after loading upon the coast, the

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ship has been so very burthensome to herself, that they have even found the greatest difficulty to get into port. By this sort of dunnage the most experienced masters of ships are often deceived, besides by the ship's returning into port to take out part of her cargo, they lose a great deal of freight, and are put to an immense expence, which might all have been avoided, had the cargo been properly stowed, and the ship might have carried it with the greatest ease. In Palermo, Messina, and all the principal ports, there are generally plenty of good oak pipe-staves to be purchased very reasonably; they will always allow a handsome freight to the ships, and are always in demand in England: dunnage of this kind cannot shrink much, and it will always keep the ship's hold clean. By dunnaging the ship with brushwood, the leaves soon decay through the dampness of the ship, and rot the ship's cieling; and the small particles of barilla or brimstone, falling down amongst it,

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are generally lost; the barilla is lost inevitably.

Should there be any want of oak staves, which is not very probable, there is always plenty of wood, which at first costs but very little, and is of some use in this country. Cork-wood is always in great abundance, and would be very useful amongst our turners and block-makers.

In shipping cargoes of brimstone, barilla, and other articles upon the coast, there should always be a person on the part of the ship, to attend the scales, &c. who is well acquainted with the language, which, if properly attended to, including loss and waste, the ship will deliver in England—

One ton for every 13 Sicilian cantar.

The exports from Sicily, exclusive of the articles already mentioned, are

Silk	Brandy
Wine	Tarter

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Raisins	Shumac
Figs	Liquorice paste
Currants	Linseed
Sweet almonds	Linseed oil
Bitter almonds	Olive oil
Small nuts	Locusts
Pistacheos	Rags
Lemons	Goat and kid skins
Oranges	Rabbit skins
Lemon juice	Rabbit wool
Essence of lemon	Anchovies
Essence of bergamot	Tunny fish
	Wheat
Marble	Barley
Salt	Beans
Soap	Kidney-beans
Manna	Callavances
Canthárides	Argols, &c. &c.

Imports into Sicily.

Baccaleo	Tanned calf skins
Tanned bullocks' hides	Tin in sheets and bars

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Bar iron	Pilchards
Plate iron	Manchester goods
Lead in pigs and sheets	Hardware
Pepper	Earthen-ware
Pimento	Copper
Spices of all sorts	Coffee
Sugars of all sorts	Cocoa
Indigo	Pitch and tar
Cochineal	Silk and cotton hose
Herrings	Rum
Dye woods of all sorts	Alum
	Copperas
	Irish linens.

The imports into the island of Sicily are very considerable; they have very few manufactories of their own, and they must, in consequence, import very largely, particularly wearing apparel, and the consumption of some articles is very great; there is one very great advantage to the merchant, he is sure to get return cargoes for any number of shipping, and he may frequently barter his goods for his ship's return cargoes, to advantage.

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THE CUSTOM-HOUSE.

All merchandise of every denomination are indiscriminately landed at the custom-house, where there are proper warehouses to receive them; and they may remain there one whole year without paying any duty. Should the proprietor find it his interest to change the market within the year, he is at liberty to do it, and is only liable to pay a small passive duty; but, upon the expiration of the year, one-third of the tarif must be paid, and at the end of two years, two-thirds, and when the merchandise has remained in the custom-house three whole years, the whole of the Tarif must be paid.

MONEY OF SICILY.

20 Grains make 1 Terri
12 Terri .... 1 Scudi
30 Terri .... 1 Ounce

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Accounts are kept in ounces, terris, and grains; the hard Spanish dollar is current for 12 terri 12 grs.

ALMONDS

Are gathered in the months of July and August, and they begin to ship them in October. They have both sweet and bitter almonds; the price of the sweet is generally from six to seven ounces per cantar free on board; the bitter almonds are about 10 per cent. less price. The best are gathered at Avela, the next in quality at Fusarahaco, Aragoni, and Girgenti.

MANNA

Is gathered and shipped in the months of August and September. The best in quality, as well in flakes as sorts, are

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those of Gerachi. The produce of Capaci are very good, particularly in flakes. Manna, the growth of Gerachi, is usually sold by the pound; and manna, the growth of Capaci, is always sold by the rotolo. A few cases of manna that is first gathered will always sell for a good price in Leghorn.

LINSEED OIL.

Great quantities of linseed oil is made in Sicily. That made at Pattineo, Fusia, and Cephaleo, are all remarkable fine oils, of a beautiful straw colour. Those linseed oils that are made in the neighbourhood of Melazzo, are in much greater abundance, but of very inferior quality; great quantities are frequently shipped for Marseilles, for the soap manufactories.

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DRIED FIGS.

Figs grow in great abundance all over Italy; the best dried figs are to be had in the neighbourhood of Messina and Calabria: they are gathered and dried in the month of August, and are usually shipped either in barrels or baskets.

The price is generally from 45 to 60 terri per cantar, free on board.

SMALL NUTS

Are gathered in August and September; the best are the growth of Stravagunta, Franca Vella, and Castigliani; they are sold by the salm of sixteen tumeloes.

The price is generally from 90 to 100 terri per salm.

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LEMONS AND ORANGES.

These grow in great abundance in every part; they gather and ship them in the months of November, December, and January, for Triest, Hambro', and the Baltic; they are generally packed in chests, containing four hundred and eight lemons and oranges. The shippers will guarantee them to keep good and sound for six months. Each lemon or orange is separately rolled in paper; the usual price, free on board, including chest and all expences, is from 12 to 15 tarri per chest. Messina and Palermo are the best ports to ship lemons and oranges from.

LIQUORICE PASTE.

This is made in many parts of Sicily; the best is made in Calabria, but shipped at Messina; it is usually made

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in the months of April and May, and shipped at all seasons; it is always packed in chests; the smallest, hardest, and most brittle rolls are the best; the price is from eight to ten ounces per cantar, free on board, including chests and all expences.

SHUMAC

Is gathered in the months of July and August; the best quality of Shumac is the growth of Castelamare, which is usually shipped off at Palermo, which is the best port to load a cargo at. It is sold by the salm of 280 rotolo, three bags to each salm; the usual price is from three to three and a half ounces per salm, including bags and all expences; each bag should weigh 162lbs. nett, English weight.

It is customary for ships, which load brimstone upon the coast, to return to Palermo to fill up with bags of shumac.

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Shumac is frequently shipped from Calabria, and several ports in Spain; but the shumac of Sicily, and particularly that of Castelamare, has always had the preference.

CANTHARIDES.

These insects are collected in the months of April and May, and are usually shipped off in boxes. The whole produce of the island of Sicily is disposed of in one contract. The price has lately fluctuated very much, from 50 to 80 ounces per cantar. The major part of the Cantharides are sent into the Baltic.

SMALL DRIED ORANGES.

These are gathered in the months of July and August; they are packed and shipped off in casks; the price is from

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70 to 80 terri per cantar, free on board, including casks and all expences.

ESSENCE OF LEMON AND BERGAMOT.

These essences are made in the months of November, December, and January, at the time of shipping oranges and lemons; when a lemon has received any injury, and not fit to be shipped, it is made into essence and lemon juice. These essences are always put into copper vessels, well secured at top, generally soldered; the price is from seven to ten terri per pound. Messina is the best port to ship them at.

ANCHOVIES

Are caught in the months of June, July, and August, principally in the bay of Palermo, Termini, and the other bays in that neighbourhood. They

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are generally packed in barrels, with the top head loose, near a cantar in each barrel: they are shipped in large quantities to Leghorn, where they are mixed and packed in small kegs, with the Gorgona anchovies. They are also shipped in great quantities to the coast of Spain. We cannot conceive why the Gorgona anchovy should always have the preference: it must depend upon the manner of curing them. The Sicily anchovies are certainly the finer fish to eat when fresh. The price is usually from three to four ounces per cantar, free on board, including casks and all expences. Great care should be taken to have them always covered with pickle.

CORAL.

The coral fishery is carried on with great success on the western coast of Sicily and the islands near it. The value of it is not easily determined, entirely

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depending upon the quality and size; some of it is worth more than ten guineas an ounce, and others not ten pence per pound. The greatest part is taken to Leghorn, and from thence all over Europe.

AMBER.

This is found in considerable quantities on the southern and eastern coasts of Sicily: the largest and the best is found near Catania: it is generally carried to Messina and Palermo, where it is manufactured into beads, &c. The price depends entirely upon the quality. One necklace of amber is often worth twenty guineas; at the same time another necklace is not worth so many pence.

There is no part of the world where amber is found in such large quantities as the coasts of Sicily; it finds its way to every market in Europe, Africa, and the East Indies. Large quantities of

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amber are carried from Liverpool to the coast of Guinea.

GOAT AND OTHER SKINS.

Great quantities of goat, kid, and lamb skins are exported to England and Germany. The rabbit skins are usually sent to Lyons, for the hat manufactory. The price is about ten per cent. dearer than the Sardinian skins; it requires great care to pack them for a long voyage; whether they are packed in cases or casks, the seams should be well payed with pitch, which will prevent the air from entering, and also keep in the smell of any strong perfume, which is usually put amongst them, to prevent the worm.

LINEN RAGS.

It is almost incredible the immense quantity of linen rags that is annually

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shipped from Messina and Palermo. The greatest part is sent to Genoa and Leghorn, and part to England. The price is from 35 to 40 terri per cantar.

SOAP.

The white soap made near Palermo, on the road to Monte Real, is of a remarkable good quality; it is made into cakes, and usually shipped in chests. The price, including chests, and all expences free on board, is 150 terri per cantar, or 17 grains per English pound.

Mottled soap made at Melasso, near Messina, in imitation of Leghorn soap, made on purpose for the American market, is to be had in any quantity by entering into a contract, and giving sufficient time to make it. This soap is always put into boxes containing 28 pounds nett English weight; it is taken by American ships chiefly to the south-

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ern states, and from thence is sent by the Americans over all the West India islands.

This article alone is one of the most profitable branches of the American Mediterranean trade. They sell it in the West Indies for more than three times the first cost, and it is always in demand. The price at Melazzo, to be delivered either at Palermo or Messina, including boxes, and all charges free on board, is from six to six and an half ounces per cantar: on making the contract it will be adviseable to get a box for a sample.

GRAIN.

The richest, and sometimes the most abundant product of Sicily is grain in general, all of which are usually excellent in their kind, and particularly wheat, the growth of Termini, Girgenti, and Lacerta.

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Barley, beans, Indian corn, French beans, lentils, wild pease, lupins, &c. &c. are usually shipped off near the places of their growth, when the ports are open for the exportation of grain. The price is always according to the abundance of the crops. The wheat and barley are generally sent to Genoa and Leghorn; and some cargoes are sent to Lisbon. Beans, pease, and most kinds of pulse, are shipped off for Minorca, Majorca, and the coast of Spain, and sometimes a few cargoes of wheat.

WINE.

This is a most comprehensive article in the island of Sicily, and is almost beyond calculation, every mountain and every valley throughout the island producing wines of a different quality and flavour; it will therefore be impossible to enumerate one-fiftieth part of the different wines that are made in Sicily.

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The red wine made at the Faro of Messina is the most agreeable to an Englishman's taste, in preference to all the other red wines; it is a full-bodied, strong, rough wine; when new, it is rather sweet, but that goes off by keeping; it will bear the sea much better than any other red wine in the island. The red wine of Melazzo is in much greater abundance than that of Faro; the quality very inferior. There are annually more cargoes of red wine shipped from Melazzo, than any other port in the island. The Syracuse and Mount Ætna white wines are very rich, but not fit to be drank, except in very small quantities. The Muscatel, the white and red Lipari, and Malvazia, are all rich wines; one small glass is sufficient at a time.

MARSALA WINE.

This is what is usually called a dry mountain wine, and more suitable to an

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Englishman's taste than any other wine made in the Mediterranean; and it is daily rising into repute, and there is little doubt but that it will be equally esteemed with the Madeira wine, to which it has a very similar flavour: and when the Marsala has attained the age of six or seven years, it cannot be distinguished from the best old Madeira wine.

This wine is the growth of the mountains on the western part of Sicily, behind Marsala and the neighbourhood of Trapani.

Messrs. John and William Woodhouse, the manufacturers of the Marsala wine, have erected an extensive factory, about a mile distance from the city of Marsala. This factory is very large, and frequently contains three thousand pipes of wine, besides room for staves, various utensils, and about twenty coopers, employed in making the casks

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within the factory: besides the dwelling-houses, there is a distillery, forges, &c.

The Marsala wine has often been found of great service to the sick on board the British fleet in the Mediterranean; the fleet having frequently taken five hundred pipes.

The greatest mart for this wine at present, is to the southern states of North America; several ships' cargoes are sent annually. A great deal of it is drank in America, but the major part is again shipped off and carried by the Americans to the West Indies, where it is sold for Madeira; and after two voyages at sea, it is not readily distinguished from real Madeira; it has also the same properties; the hotter the climate the better it is for the wine, time always improves it, and it may be kept in any climate for many years, without the least risk of spoiling.

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CONTRACTS.

All purchases and shipments from the island of Sicily are usually done by contract, where it must be always understood to be free on board; that is, the duties and every expence attending the shipping and packages to be paid for by the seller. The natives of Sicily have a peculiar privilege in preference to aliens, both in imports and exports; aliens pay about five per cent. more than a native. Major part of the produce of Sicily pays a duty on exportation; therefore all entries inwards and outwards at the custom-house should be made in the name of a native.

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MESSINA.

This is the best port in Sicily for an assorted cargo of merchandise; besides a large proportion of the various produce of Sicily, there is generally a great variety of goods, the produce of the Morea and the Levant.

The Greeks who are subjects of the Grand Signior, are not permitted to trade further west than Tunis, Malta, and Messina. There is at present a treaty between the Grand Signior and the Dey of Algiers, that whenever the Algerine cruisers capture any ships belonging to the Greeks, subjects of the Grand Signior, to the westward of the above mentioned ports, they are deemed good prizes, and the crews sent into slavery.

The Greeks bring to Messina, currants, cotton, carpets, silks, drugs, figs, rosin, timber, gums, and a great variety of other

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merchandise, the produce of the Morea and the Levant.

Messina is by far the best port in Sicily for trade; its situation is superior to any other port in the Mediterranean for general trade; it has also very good accommodation for shipping; the only fault it has, is having too much water, there is from 20 to 25 fathom all over the harbour. Every master of a ship should be careful how he moors his ship, particularly in the winter; he should have two good anchors out in the stream, and two good strong hawsers, made fast to moorings on shore; we have known instances of ships being nearly lost here, on account of their being carelessly moored; there are frequently very strong gusts of wind from the hills behind the city, which are sometimes so violent, as to cause the ships to break their moorings on shore, and if they are not well moored in the stream, the ship may be lost before there is time to get another anchor and cable ready.

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NAPLES.

The most considerable article for exportation of the produce of the kingdom of Naples, is that of oil, generally known by the name of Galipoli oil; this is the produce of the provinces of Puglia and Calabria Ultra; the oils of Puglia are the best, and are always preferred by the woollen manufacturers. They are bought by the salm, containing 10 stara of 32 pignatelli. The salm is equal to five and a half barrels of 85lb. Leghorn weight and measure; and five and a half salm make the ton of oil. A gallon of this oil weighs seven pounds and a half, equal to 15cwt. 3qrs, 6lb. per ton, of 236 gallons.

There are two methods of procuring cargoes of Galipoli oil, the one is by entering into contract for the oils only; this usually obliges the purchaser to make

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good his payment for the oil, in about a week after the agreement is signed; the sellers, in return, are obliged to deliver the oil into the cisterns, and the purchaser pays all charges of duties, casks, porterage, and every other expence to put it into the ship; these charges generally amount to seven or eight ducats per salm, according to the value, the duties being paid in proportion to the current price of the oil.

When the contract is made free on board, the first cost of the oil, and every other charge attending the shipping, is to be paid by the seller, except iron hoops, a small present to the cooper attending, commission and brokerage; by this method, the purchaser pays down half at the time of signing the contract, one-fourth the week following, and the remaining one-fourth on the receipt of the bills of lading.

A merchant may sometimes find it more convenient to purchase his own

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cargoes of oil, at Galipoli, and superintend the shipping, &c. particularly a merchant who understands the language and their manner of doing business; in that case, suppose

	Duc.	Gn.
One salm of oil first cost is	13	50
The duty of Baronia that he must pay will be - - - -	6	55
	20	5

WOOL.

Puglia wool is much esteemed for its uniform quality, by the manufacturers of woollen cloth, both in France and Germany, who give orders, annually, for more wool than Puglia produces: and for the following season they endeavour to make their contracts in March and April, and the sheep sheering commences in May. The contracts are usually made to deliver the quantity contracted for, in

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the following assortments: one half Lucoli wool, or first quality, which is worth from one and a half to two carlina per rulbo, more than the second or celano wool, of which they put in one-third to the assortment, and this is usually reckoned to be worth from one to one and a half carlini per rulbo, more than the third quality, of which they put in one-sixth to complete the assortment.

SILK.

The silks that are produced in the kingdom of Naples are always in great demand from France and Spain; those of Reggio and Sambattelli for England. The produce of these provinces and Terra de Lavona, are known by those names.

The whole of the silks are always bought for ready money. Most merchants prefer purchasing the raw silks, and reduce them in frames, by the workmen in Naples,

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who will finish them very well, and are usually paid from four to four and half carlini per pound, according to the fineness and quality.

ARGOLS.

There are large quantities of both white and red argols produced in the kingdom of Naples; they are generally bought for ready money, one half of each colour assorted; they are usually shipped in hogsheads, and the price according to quality, from five to seven ducats per cantar, including casks, free on board. There are also great quantities of argols shipped from Messina, Melazzo, and Palermo.

STAVES.

Oak and chesnut staves, for pipes and hogsheads, are provided in great quantities, in the kingdom of Naples; they are

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usually bought by the caratte, consisting of staves for 100 casks, with heading and hoops assorted. The hoops are shipped at Castellamar, about 16 miles from Naples, and the oak staves are loaded at Naples. The price, in general, is according to the demand, about 270 ducats per caratte of 100 pipe staves, and 150 ducats per hundred, hogshead staves, all oak, with heading and hoops complete.

They are usually contracted for, free on board, with all charges, which includes every expence, except a fee to the cooper who superintends the quality and assortment.

WINES.

There are a great variety of wines produced in the kingdom of Naples; those of the growth of Pozzoli are shipped in the greatest quantities: they are bought

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by the carre of two large casks, containing 12 barrels of eleven gallons each. The price entirely depends on the abundance of the vintage; on an averge, may be reckoned from 45 to 55 ducats per carre of 24 barrels, equal to 264 gallons; to the first cost may be added from seven to eight per cent. for charges, besides the value of the casks. There are a great variety of other wines; to enumerate the whole is impossible, each hill or valley producing a different flavoured wine, none of which are fit for the English market.

Besides the various articles, the produce of the kingdom of Naples, herein enumerated, there are also a great many others not particularly specified as the produce of this kingdom, but have been mentioned in the commerce of Sicily. There is but very little difference between the imports and exports of Naples and Sicily, and not much difference in their manner of doing

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business. The importation of salt fish into the kingdom of Naples, is very considerable, almost beyond calculation, and the Neapolitans are not so very particular, as to the quality, as they are at Leghorn, and several other ports in Italy.

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WEIGHTS, MEASURES, &c.

OF THE

KINGDOMS OF NAPLES AND SICILY.

MONEY.

The money of Sicily has the same value with that of Naples, but under different denominations; the ounce of Sicily is 30 tari, equal to 30 carlini of 3 ducats of Naples.

The tari of Sicily is 20 grains, equal to the Naples carlini, of 10 grains; the scudi of Sicily, of 12 tari, is equal to the scudi of Naples, of 12 carlini.

WEIGHTS.

The Sicilian cantar of 100 rotolo, is equal to 178 lbs. English weight; each

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rotolo weighs 30 ounces, or 2½ lbs.; the Sicilian cantar is about 10 per cent. less than the cantar of Naples.

The Naples cantar, of 100 rotolo, each rotolo 33⅓ ounce is equal to 196 lbs. English weight. The cantar contains about 280 lbs. of 12 ounces, the small weight of Naples; and the English hundred weight of 112 lbs. is 57⅓ rotolo, or 160⅔ lbs. the Naples small weight.

MEASURES.

The carre of wine, Naples measure, makes 2 butts of 12 barrels each; 1 butt is about half a ton English.

5¼ Tumuloes of wheat is equal to the English quarter.

1 Carre of Wheat is 36 tumuloes.

1 Canne is 8 palms, equal to 2⅓ yards English.

The measures of Sicily are nearly the same as those of Naples.

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MONEY OF NAPLES.

1 Ducat is . . 5 terri,
1 Terri . . . . 2 carlini and 20 grains,
1 Carlini . . 10 grains,
1 Grain . . 12 cavaletti.
1 Publici . . 1 grain 6 cavaletti.
1 Scudi . . . 12 carlini.

Pieces of 10 carlini.
Ditto . . . 5 carlini, or half ducat.
Ditto . . . 2, 3, and 4 carlini.
Ditto . . . 4, 12, 13, 24, 26 grains.

The Tornese of 6 cavaletti.
Piece of . . . 9 cavaletti.
Ditto of . . . 5 tornese or 2½ grains.

Accounts are kept in ducats and grains.

100 Grains make 1 ducat.

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EXCHANGES.

NAPLES GIVES UNCERTAIN		TO RECEIVE CERTAIN	USANCE
50 Grains	more or less	1 Florin, Banco Amsterdam	2 months date.
84 Grains	——	1 Dollar old Plata, Cadiz, or Madrid	3 months date.
114 Ducats	——	100 ditto of eight reals, Legliorn	20 days date.
42 Grains	——	1 Marc, Banco Hamburg	75 days date.
23 Grains	——	1 Livre Tournois, Paris, Lyons, and Marseilles	60 days date.
120 Ducats	——	100 Scudi, of 12 terri, Messina and Palermo	22 days sight.
116 Ducats	——	100 Ducats, Banco in Venice	15 days after acceptance.
120 Ducats	——	100 Scudi, of 10 guilios in Rome	22 days sight.
59 Grains	——	1 Florin, current in Vienna	50 days date.
99 Ducats	——	100 Ducats in reals, Bari and Lucca	15 days sight.

1 Ducat,	Regnio	108 Sols, Genoa,	more or less.
1 Ditto	ditto	44 Pence, London,	——
1 Ditto	ditto	650 Rees, Lisbon,	——

The Exchange between Sicily and England is usually from 41 to 52 terri per pound sterling.

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PRO FORMA

INVOICE FROM NAPLES TO ENGLAND.

Invoices of sundry articles contracted for at Naples, and sold by the weights of Sicily, of which 1 cantar is 100 rotolo or 250 lbs. equal to 178 English: the cantar of Sicily being ten per cent. less than that of Naples. This has been the usual mode of doing business, on account of the great number of shipping unloading at Naples, which is always to the prejudice of the English merchant.

	Duc.	Grs.	
20 Half boxes of Gerachi manna, in sorts, weighing 5100 lbs. 23 grs. ...	1173	0	
Shipping charges	150	0	
	1323	0	
Brokerage and commission, 2½ per cent. ..	33	0	
Duc.	1356	0	
Exchange at 31d. sterling per ducat ...	£175	3	0
20 Half boxes of Capaci manna, in flakes, weighing nett 3340 rotolo, at 56 grains per rotolo	1870	40	
Sundry shipping charges	160	0	
Brokerage and commission 2½ per cent.	50	76	
Duc.	2081	16	
Exchange at 31d. sterling per ducat ..	£268	16	3

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	Duc.	Grs.	
12 Casks of linseed oil, containing 43 cantars, at 15 duc. per cantar	645	0	
Sundry shipping charges	30	0	
	675	0	
Brokerage and commission, 2½ per cent.....	16	77	
Duc.	691	77	
Exchange at 31d. sterling per ducat	£89	7	0

	Duc.	Grs.	
1350 Cantars of Lipari currants, at 8 duc. per cantar	10800	0	
Sundry shipping charges	1610	0	
	12410	0	
Brokerage and commission, 2½ per cent...	310	25	
Duc.	12720	25	
Exchange at 31d. sterling per ducat.....	£1643	0	7½

	Duc.	Grs.	
100 Barrels of Lipari raisins, weighing 87 cantars, at 6 duc. 5 grs. per cantars	565	50	
Sundry shipping charges	70	0	
	635	50	
Brokerage and commission, 2½ per cent.....	15	88	
Duc.	651	38	
Exchange at 31d. sterling per ducat	£84	2	8

N. B. Currants and raisins, the produce of Lipari, are usually put on board a ship at Messina, being generally carried

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there in their own coasting vessels. The casks are always included in the weight of the currants and raisins, and paid for after the same rate, the same as is usually done in the Morea with the currants; in consequence the coopers make the casks, particularly for currants, of very heavy wood, the casks generally weighing more than double the weight that is necessary, though it requires considerable strength, to bear the pressure of packing, and the weight of the currants.

	Duc.	Grs.	
200 Sacks of small nuts, containing 100 salms, at 11 duc. 75 grs. per salm	1175	0	
Sundry shipping charges	150	0	
	1325	0	
Brokerage and commission	33	0	
Duc.	1358	0	
Exchange at 31d. sterling per ducat.....	£175	8	2

	Duc.	Grs.	
262 Bags of Alcamo shumac, 87½ salms at 12 duc. per salm	1048	0	
Sundry shipping charges.....	130	0	
	1178	0	
Brokerage and commission, 2½ per cent. ..	29	45	
Duc.	1207	45	
Exchange at 31d. sterling per ducat	£155	19	2

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	Duc.	Grs.
3000 Salms of Trapani salt, at 1 duc. 50 grs. per salm	4500	0
Sundry shipping charges	120	0
	4620	0
Brokerage and commission, 2½ per cent.	115	50
Duc.	4735	50
Exchange at 31d. sterling per ducat	£611	3 4

	Duc.	Grs.
400 Chests of sweet oranges, containing each 408, at 1 duc. 60 grs. per chest	604	0
Sundry shipping charges	100	0
	740	0
Brokerage and commission, 2½ per cent.	19	25
Duc.	759	25
Exchange at 31d. sterling per ducat	£98	1 4

	Duc.	Grs.
590 Chests of lemons, containing each 408, at 1 duc. 70 grs. per chest	1003	0
Sundry shipping charges	147	0
	1150	0
Brokerage and commission, 2½ per cent.	28	75
Duc.	1178	75
Exchange at 31d. sterling per ducat	£152	5 1

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	Duc.	Grs.
500 Barrels of Sicily anchovies, weighing 400 cantars, at 16 duc. per cantar	6400	0
Sundry shipping charges.....	130	0
	6530	0
Brokerage and commission, 2½ per cent. ..	163	0
	6693	0
Exchange at 31d. sterling per ducat	£864	1 0

The casks containing the anchovies are always included in the weight of the fish, and paid for the same as the fish.

N. B. The above, as well as all the foregoing *pro forma* invoices, are supposed to be contracted for at Naples, with the merchants there, and the ships usually proceed to some of the principal ports in Sicily, to take on board their cargoes, the merchandise will, in consequence, cost a little more than when it is contracted for with the merchants in Sicily; this is for want of a more general correspondence in Sicily. There are only two ports in the whole island where any British merchants reside.

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PRO FORMA

INVOICES OF SUNDRY ARTICLES,

Which are always sold and shipped by the weights of Naples. 1 Cantar is 100 rotolo, or 250lbs. (small weight) equal to 196lbs. English weight.

	Duc.	Grs.	
500 Cantars Belvidere or Calabria raisins, at 7 duc. 5 grs. per cantar	3750	0	
Sundry shipping charges.....	350	0	
	4100	0	
Brokerage and commission, 2½ per cent. ..	102	50	
Duc.	4202	50	
Exchange at 31d. sterling per ducat	£542	16	5

	Duc.	Grs.	
100 Cantars cream of tartar, at 10 duc. per cantar	1000	0	
Sundry shipping charges	30	0	
	1030	0	
Brokerage and commission, 2½ per cent.....	25	70	
Duc.	1055	70	
Exchange at 31d. sterling per ducat	£136	7	4

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	Duc.	Grs.	
300 Salms of Calabria oil, free on board, at 31 duc. per salm	9300	0	
Sundry small charges	12	0	
	9312	0	
Brokerage and commission, 2½ per cent.	232	80	
Duc.	9544	80	
Exchange at 31d. sterling per ducat	£1232	17	4

	Duc.	Grs.	
100 Casks of oil-proof brandy, at 130 duc. per cask, free on board	13000	0	
Brokerage and commission	325	0	
Duc.	13325	0	
Exchange at 31d. sterling per ducat	£1721	2	11

N. B. 12 Barrels, of 60 caratt to the barrel, make one cask of brandy, equal to 147 gallons English, or 12½ gallons to the barrel.

	Duc.	Grs.	
100 Casks of Hollands proof brandy, at 120 duc. per cask, free on board	12000	0	
Brokerage and commission, 2½ per cent.	300	0	
Duc.	12300	0	
Exchange at 31d. sterling per ducat	£1588	15	0

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	Duc.	Grs.
15 Boxes of white soap, weighing 20 cantar, at 21 duc. per cantar	420	0
Sundry shipping charges	10	0
	430	0
Brokerage and commission, 2½ per cent. ..	10	75
Duc.	440	75
Exchange at 31d. sterling per ducat	£56	18 7

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THE MOREA.

That part of the produce of the Morea properly adapted for the English market, is very considerable, both in bulk and value; on this account the commerce of the Morea will be always a very desirable object. The merchants may procure cargoes for their ships, according to their circumstances, and almost at all seasons, which will be found a great accommodation to the ship owner. In all parts of the Morea provisions are plentiful and cheap, and money of more value there than in any other part of the Mediterranean; in consequence there is no good market for any considerable quantity of British goods. Lead and tin are always in demand, but there is not consumption for a large quantity of either at any one port. It will be found very convenient for the ships that take cargoes of fish to Venice or Triest, where there is always a great

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consumption, to take in ballast, and run down the Gulph of Venice, and load immediately in the Morea, instead of lying two or three months in those ports for a cargo. Yet the shipping will still labour under some inconvenience, unless the cargoes are already prepared for them. There is a very great difficulty in making a seaman a merchant; and unless the merchants visit foreign countries more than they do at present, or send their sons or confidential servants to provide cargoes for their shipping, they will labour under many disadvantages. It is not the merchant's interest alone to visit foreign countries: their own country is very materially benefited by it. It certainly can be no difficult matter to prove, that this country derives more real benefit from ten respectable British merchants residing in foreign countries, than it can possibly receive from one hundred of the same class remaining at home. Petrasso, near the mouth of the Gulph of Lepanto, is a very good port

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to load a cargo for England. The harbour is not a very safe one, being too much exposed; but the anchorage is very good; there is also an accredited British consul there, a very respectable man, a Greek by birth, and educated in England.

It would be a difficult task for us to attempt to give a particular description of the various articles the produce of the Morea, they being so very numerous; we shall only briefly mention some of the more bulky articles which are to be had in general, in considerable quantities, and which serve to fill up the ships, when there is not a sufficient quantity of more valuable goods.

CURRANTS

Are a considerable article of export from the Morea; Petrasso is one of the best ports to ship them from. The fruit

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is rather larger and more free from sand or gravel than the fruit of either Zante or Corfu. They are shipped in various sized casks, from twenty hundred weight down to fifty pounds, for the English market. They must weigh above five hundred weight nett, otherwise they are liable to seizure. The casks are always included in the weight of the fruit, and paid for as such. The coopers make the staves of heavy wood, and double the strength that is necessary. There are three times the quantity of currants shipped from Petrasso than grows upon the island of Zante. The Morea currants have the preference in most countries, except in England, where the Zante currants are more merchantable.

The tonnage of currants is very large, on account of the casks; and there are very few ships that are able to deliver more freight than their measurement tonnage.

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New fruit is always in highest estimation, and a ship may easily load new fruit the beginning of October, and reach England before Christmas, the season when currants are most in demand, provided the ship has not to wait for convoy. The first cost of currants in the Morea is usually about three halfpence per pound, English weight. At Petrasso they pack a great quantity of currants in small casks, about 80lbs. nett each; these are usually the prime fruit, and are perfectly free from sand or gravel.

Currants being a heavy cargo, are very convenient to put into the bottom of a ship; they are always packed very close, and in consequence are not so liable to damage as many other articles of merchandise.

YOUNG FUSTIC.

This is commonly called Zante young fustic; is a good dye-wood for dying a

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bright yellow: it is chiefly shipped from Petrasso, as more of it grows in the Morea than in any other part; it is very convenient to stow amongst a dry cask cargo, where it is stowed to great advantage for the ship, and it may be cut up into convenient lengths, without injuring the wood. A common merchant-ship of two hundred tons register tonnage, taking on board a dry cask cargo, may easily stow from twenty to thirty tons of fustic, without taking up any extra room. It is frequently in great demand in England; the price fluctuates very much, but it will always allow a very handsome freight.

COTTON.

This is a very considerable article of export from the Morea and the Levant; even Malta, though a very small island, produces several cargoes; but the inhabitants being the most industrious

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people in the Mediterranean, spin the major part into yarn, and export it to Spain in that state. They reserve a considerable quantity, which they manufacture into various kinds of cloth and hosiery, for their own consumption. The Levant cottons are generally of a very inferior quality, yet they are always in demand in the English markets. With respect to the cotton of the Mediterranean, both merchants and shipping have laboured under many inconveniences; the cottons are first put up in a very loose slovenly manner; to stow a ship to advantage, they are obliged to raise a very heavy purchase; the steeving geer alone, which is necessary to load a ship in the present manner, will fully load two long boats; by this method of stowing cotton, if the ship is not very strong, she is very liable to be ruined by it: there are many instances where a bale of cotton has been drove through a ship's bows; there is also another very great disadvantage the shipping at present labours under, by

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the present method of stowing a cargo of cotton in the Mediterranean; to stow a ship of three hundred tons burthen will cost near five hundred pounds sterling: this is certainly a very heavy charge against a ship, besides injuring the ship very materially by scuttling the ship's decks in several places. This inconvenience and heavy charge might be very easily remedied: the merchants residing at the principal ports for shipping cotton might have screws erected to pack their cotton, similar to those now used at Bombay: this would enable a ship to take nearly double the quantity of cotton they can stow by the present mode. The whole expence of screws, beams, and every other article, would not exceed the present charge of stowing only one ship's cargo. They might have them at Petrasso, Salonica, Smyrna, and some other ports where large quantities of cotton are usually shipped. There can be very little doubt but the merchants will soon find it their interest to

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adopt this method of packing cotton: we are a little surprised that it has not yet been attempted. We are well aware of the objections that will be made to such a proposal: we cannot put these people out of their old way; will a sensible merchant say, that this is sufficient to prevent an attempt to accomplish so desirable an object? We would recommend the merchants to fix the proper machinery and employ the ships' companies, should the people of the country be unacquainted with the proper method, or until they have acquired it. A ship's company will be able to pack a cargo in a reasonable time. The cotton will not require half the quantity of bagging that is at present made use of; and for the lashings, there is plenty of flax imported from Egypt, that will make cordage proper for that purpose, similar to the Manilla cordage now used at Bombay. The operation of packing cotton, as we have proposed, is certainly the proper work of seamen; the pressure is

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effected by heaving with capstand bars, the same as on board a ship, and to sew up the bales with a palm and needle, which every good seaman understands perfectly; lashing the cords is also the work of seamen, and no people whatever understand it better. There is another objection which will be made by some people to this plan of packing cotton, that by pressing such a large quantity of cotton into so small a compass, the very heavy pressure will break the staple of the cotton and injure it. We are of opinion that this sort of cotton would not receive the least damage by close packing, more than the Surat cottons, as they are now packed at Bombay; and when packed, as we have described, would not be so liable to waste or damage, to avoid which should always be the primary consideration with merchants.

We have no doubt when this method is thoroughly investigated and understood, that it will soon be adopted, as

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so much good may be derived from it; both ship and merchant will be very materially benefited by it. The freight will be considerably lower, as a ship will be able to stow almost double the quantity of cotton without her decks hogged, and the whole ship strained, which is always the case by the present method. Should the plan we have proposed be adopted, it will be as easy to stow a ship with cotton, as with cases or trunks; the bales may be made near a perfect square, and of the size that is found most convenient.

OLIVE OIL

Is made in considerable quantities in some parts of the Morea and the Archipelago: in general it may be shipped from thence at a much lower rate than from Italy or Sicily, and is of a tolerable good quality. At Modona, near the island Sapientia, there is a very convenient harbour for

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shipping, and a ship will very seldom be disappointed in procuring a full cargo of good olive oil, nearly of the same quality as Galipoli: in general it may be purchased free on board in jars, at twenty-five pounds sterling per ton. A ship taking on board a cargo of oil at Modona, for England, should always carry the casks with her: good oil casks are very seldom to be procured in the Morea in any considerable quantities.

There is a great deal of oil, of a superior quality, made in the island of Candia; but the Turkish government usually reserve the produce of that island for the supply of Constantinople. In most of the ports in the Morea and the Greek islands, oil may be procured in large quantities.

VALONIA.

This is a very considerable article of export from the Morea and the Levant. It is gathered in autumn, and shipped

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at all seasons: it is a kind of acorn, and the more substance there is in the husk or cup of the acorn, the better; it is of a bright drab colour, which it will always preserve while it is kept dry; any kind of dampness injures it, as it then turns black, and the valonia loses both its strength and value: it is chiefly used by tanners, and is always in great demand in England. The first cost is usually from three pounds ten shillings to five pounds sterling per ton; though it is a very bulky article, it is always bought and sold by weight: a ship can only take a small proportion of their register tonnage, in consequence the freight of valonia, per ton, is always very high. There is no ship whatever, however flat or full she may be built, that will be able to stow near her register tonnage; and the ship taking valonia should always have some heavy goods, such as currants or black fruit, in the bottom of the ship's hold, to keep her in good sailing trim. A great deal of care is required to load

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a ship with valonia to the best advantage; and a stranger, who had never loaded a ship with this article, would, in all probability, feel himself at a loss how to stow it. The method usually practised is to roll large water butts, after they have taken on board a considerable quantity, to press it down: this is a very dangerous plan, as the bungs of the butts may very easily fly out, and water entirely spoils it. We would recommend a much easier method, and less dangerous: this is to employ as many men as can possibly work to advantage, with large pieces of wood, similar to what the paviors make use of, and ram it well down, all over the ship's hold; after they have trod it pretty even, this method will press it down a great deal more than the water butts, without any risk of damage; it is certainly the duty of every master of a ship particularly to attend to this point. By taking a good deal of care in stowing a vessel with valonia, it will frequently make thirty or

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forty tons difference, which is a considerable object to the ship owner. This is one of the articles we have before hinted at with which a merchant may load his ship to advantage, when his finances are but small, and the ship will make almost as much freight as when she has more valuable goods on board. Petrasso is a good port to load valonia, as great quantities are collected in that neighbourhood. There are also large quantities to be had at several of the Mediterranean ports on the continent of Anatolia. To enumerate and describe very fully the various produce of the Morea would of itself make a large volume; we have hitherto only particularised the more bulky articles, and to point out to the ship owners where cargoes may be obtained to load their ships, either on ship or merchant's account, rather than detain a ship in port for several months, waiting for a freight.

Besides the various articles, the produce of the Morea, we have already men-

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tioned, there are several others, which sometimes form a large proportion of a ship's cargo, such as

Dried fruits of various kinds,
Almonds,
Small nuts,
Gums of various kinds,
Galls,
And a great variety of drugs.

We have not treated very considerably on the trade of the Morea, yet hope we have mentioned sufficient to convince every intelligent merchant, that to be acquainted with the trade of the Morea, is a very desirable object, and also useful for every master of a ship trading to the Mediterranean, to point out where he may most easily procure a cargo for his ship.

We have hitherto laboured to explain and point out that part of the Mediterranean trade which we consider may be made most beneficial to this country, as well as a considerable part not generally

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known, though open to any one who may choose to embark in it. We have not considered it necessary here to describe the trade of the Levant, the exclusive right of which belongs to a privileged company, and none can enter into that trade, with any prospect of success, without first being made a member of that company.

With respect to the trade of many other parts of the Mediterranean, which we have not particularly mentioned, we shall take a hasty sketch, and point out how far this country is at present benefited by it. We shall begin with the Spanish ports on the northern shore, Malaga, Alicant, Barcelona, &c. in all these much good business may be done, to the advantage of the merchant; yet England is generally a very considerable loser by this trade, on account of the imports from thence being far greater than our exports; this is chiefly owing to the many strict laws, almost prohibiting the importation of any

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British manufacture. We have, in consequence, little more than the sale of a few fish cargoes, earthen-ware, and a few staples, to balance against the large importation of fruits, wine, brandy, wool, barilla, &c. &c. We shall now endeavour to point out in what manner this part of the trade of the Mediterranean may be made advantageous to this country, which we trust will appear to every intelligent merchant a most desirable object to accomplish. We consider that it may be most easily affected, by entering into the coasting trade of the Mediterranean with spirit: in all the ports on the Spanish coast the importation of corn is immense, it is even almost impossible to overstock the market. A great many merchant-ships might be constantly employed in carrying corn from Barbary and many other parts where it is to be procured in abundance. This trade has always been very profitable; and the whole of the profits upon it (the major part being the produce of the country) would naturally find its

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way to England; by this means a large proportion of our imports from thence would be paid for. Thus what at the present moment impoverishes, might be turned to a source of wealth to this country.

This will nearly be the case with respect to our trade to the different ports in the South of France and the northern states of Italy, where corn is always in demand, and the large sums of money paid for oils, silks, &c. far exceeds the amount of British goods there imported.

The port of Leghorn has, for many years past, enjoyed the greatest part of the English trade with the Mediterranean, by receiving English merchandise, and afterwards distributing it to every other part of the Mediterranean, and receiving the different products to load the shipping in return; thus the British merchants have hitherto been contented to receive their merchandise through a third or fourth hand, which must always en-

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hance the price of the goods. The produce of Tuscany, properly adapted for the English market, is but very trifling; marble and oil are the chief articles; therefore our connexion with Leghorn must be always to our disadvantage; and what still operates against England, the agio upon gold is seven per cent. and all bills of exchange are supposed to be paid in gold.

Civita Vecchia is the only sea-port on the western shore of the Roman state where any considerable business is done; and though it is so very near the capital, yet the importation of British merchandise is very inconsiderable; the principal imports by British shipping are a few cargoes of fish, and chief article of export for England is linen rags.

Ancona, on the Adriatic, is another considerable sea-port in the Roman state, yet it is seldom visited by British ships. The chief article imported by British

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ships is fish; and the exports to England, are hemp and rags.

Venice is now an Austrian port, but since the revolution England has not done much business there: it appears as if Venetian commerce was on the decline, and that of Triest increasing. This is owing to the latter port having better accommodation for shipping, and being more convenient for transporting merchandise into the interior of Germany. They are at present making canals between Vienna and Triest, which communicate with the Danube; when these canals are completed we may reasonably expect to receive the produce of the interior of Germany at the port of Triest. The importation of British goods into the port of Triest is very considerable, besides an immense quantity of fish. Any ship bound from England to that port, may, in general, fill up with several bulky articles, which are always in demand, and which will always pay a good freight.

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The consumption of West India produce is very considerable; sugars, coffee, rum, pimento, mahogany, dye-woods, &c. &c. The exports from Triest to England are not very considerable, and sometimes the ships fill up with the produce of the Morea and the Levant, taken there by the Greeks: though the exports from Triest to the British market are not very great, yet for the coasting trade of the Mediterranean they are immense. At Fieume hemp is to be procured in large quantities, and spars in abundance, suitable for any sized ship: spars are in great plenty down the whole coast of Istria. The trade up the Gulph of Venice should be avoided as much as possible in the months of December and January, the navigation being then very dangerous; the gulph is narrow, and the gales of wind are frequent and very violent.

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